STATE OF IOWA

1922

Iowa's Consolidated Schools

By George A. Brown

Consolidated School Inspector

Issued by the
DEPARTMENT OF PUBLIC INSTRUCTION
Des Moines, Iowa

P. E. McCLENAHAN
Superintendent

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HOW TO PROCEED

A community desiring to establish consolidated schools should seek the advice and counsel of the county superintendent, who will furnish information for the correct procedure.

The procedure is somewhat complicated and great care should be exercised in following out the legal requirements. Many schools have suffered embarrassment through long, drawn-out court action to establish their legality.

When the vote for a consolidated school has carried, the organization of the school is completed by the election and the organization of a board of directors.

Five school directors will be elected and if the district includes a city or town a treasurer should be elected. (Section 2754.)

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New Buildings Erected since January 1, 1920, and Suggestions for Meeting Legal Conditions for Receiving State Aid

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INTRODUCTION

This bulletin gives the latest information in picture and story of the most important and far reaching educational movement that the state has seen in a quarter of a century. Within the last three years the number of consolidated schools in Iowa has been doubled. Today we have 439 consolidated schools which enroll 68,619 pupils and daily transport 34,743.

These schools have been of untold educational value to the country school children of Iowa. The course of study has been enriched by the introduction of agriculture, manual training and home making, resulting in an educational revival in the communities where this great work has been in progress.

Seventy-one of the school buildings in consolidated districts are situated in the open country outside of any town or village. Many of these districts have provided modern homes for the teachers where they may live comfortably and enjoy some of the blessings of rural life.

These schools have had a wholesome effect upon community life as a whole in enabling the pupils and parents to develop a broader human interest and enjoy a richer experience.

The movement is yet in its infancy and greater good will come from it in the future.

P. E. McCLENAHAN,
Superintendent of Public Instruction.

June 28, 1922

FOREWORD

The marvelous growth and development of the consolidated school movement in Iowa in the two-year period ending July 1, 1921, has occasioned much comment from the press and the platform. Much of this comment has been inaccurate, and sometimes visionary. This bulletin is official and, it is hoped, an available source of reliable information for all interested in the continued growth of the movement.

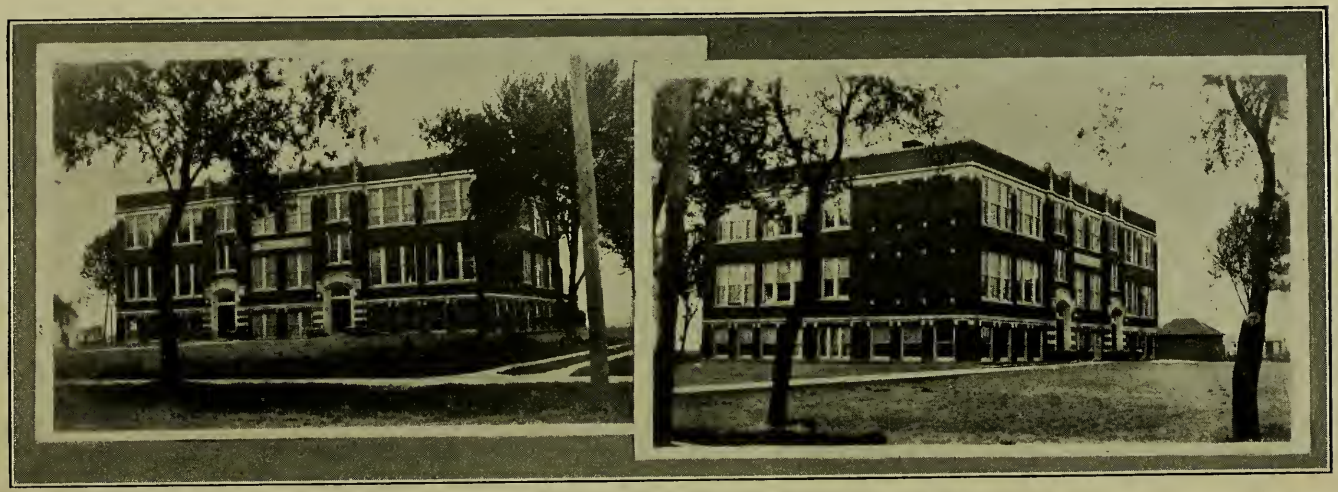
There were 439 consolidated school districts January 1, 1922. All had elected school boards as provided by law, and 380 had centralized their schools and were transporting all pupils living in the country. The remaining 59 did not have sufficient housing facilities. Twenty-one of these will have new buildings completed by September, 1922. The status of the remainder is somewhat uncertain. A number of districts have been tied up in court action, while others have failed to secure favorable action.

The sudden fall in prices of farm products produced a reaction in many communities and the rapid developement of the movement has been checked. However, the two-year period just ending added 200 new consolidated school districts.

Much work has been necessary in the way of counsel and advice with the new schools during the past year. The opposition, although a minority, was many times a bitter one, and the board of directors, unaccustomed to the new situation, hesitated until some one from the office of the State Superintendent of Public Instruction could come and instruct them as to their plan of procedure. With only one worker in the field, many boards could not be visited, and no doubt some districts will drift into dissolution as a result.

The pioneers in the consolidated school movement in Iowa planned wisely and the first law provided that no school district could be formed with less than sixteen government sections of land. Today this is not sufficient to accomplish the purpose originally intended, which was to put a four-year high school within the reach of every boy and girl in the state of Iowa. Twenty-four sections is about the least area that can give a property valuation sufficient to keep taxes from becoming burdensome if a full high school course is to be maintained.

The outstanding problem is the transportation of the pupils from their homes to the school. During the school year 1920-1921 more than 34,000 girls and boys were transported to school, while the grand total enrolled in consolidated schools of the state reached 60,000. Thus almost 30,000 children living in the smaller towns of the state have been benefited as well as the children of the farmer.



Cleghorn—Organized in 1918; sections in district, 30; total enrollment, 173; high school enrolment, 51; cost of building, $90,000; motor busses, 7; horse busses, 1; children transported, 134; rooms in building, 16.

Shellsburg—Organized 1920; sections in district, 32; total enrollment, 272; high school enrollment, 81; horse busses, 8; motor busses, 0; chidren transported, 116; cost of building, $130,000.

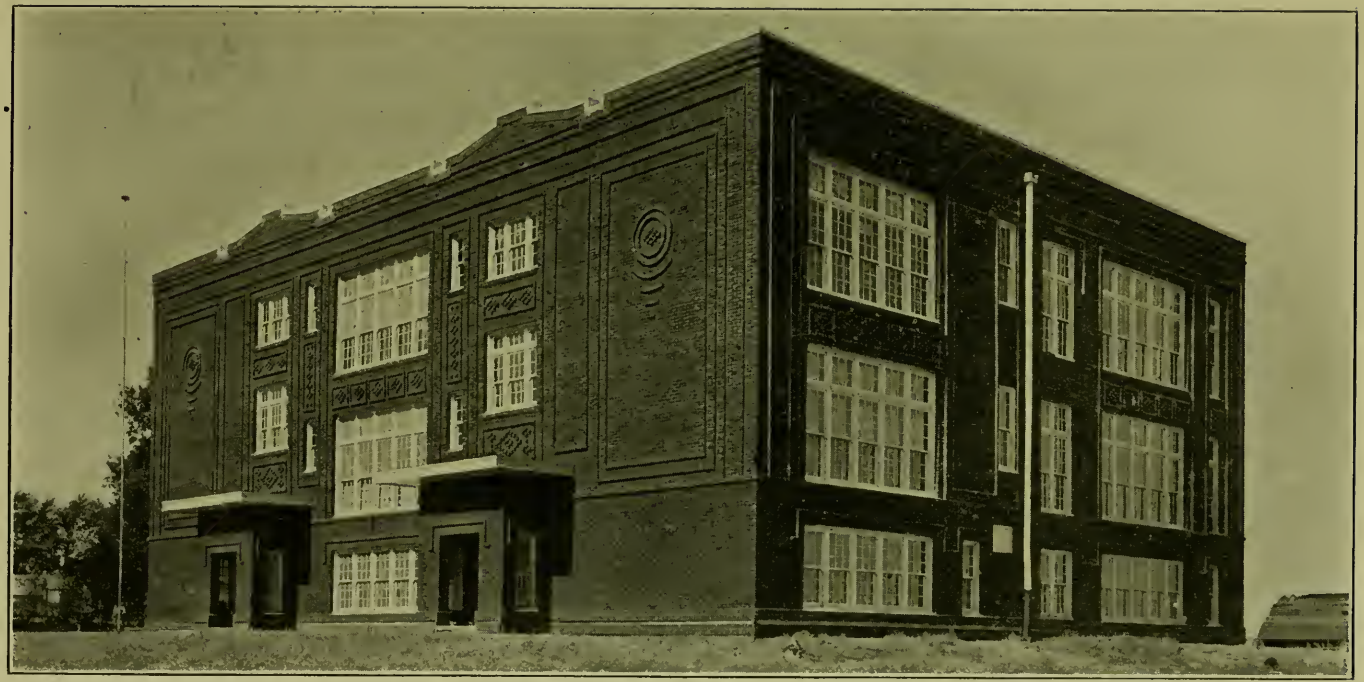
REQUIREMENTS FOR STATE AID

The providing of state aid undoubtedly contributed to the development and maintaining of good schools. The amount should be much larger and it is hoped that a united front on the part of consolidated schools will be presented in this connection.

The law is quite specific in certain requirements in order that the school may receive state aid. In addition to the legal requirements there are certain standards set by the Department of Public Instruction. The legal requirements and standards for approval are:

1. Organization under Sec. 2794-a-a, as amended by the Thirty-Ninth G. A., Ch. 175.
2. Suitable grounds.
3. Suitable building meeting requirements as explained hereafter.
4. Suitable transportation at public expense.
5. Laboratories and equipment for teaching Agriculture, Home Economics and Manual Training.
6. Such subjects taught each year.
7. Agriculture Experimental plot.
8. Teachers certificated to teach above subjects.
9. Grade teachers meeting all qualifications.
10. All the foregoing, subject to the approval of the Superintendent of Public Instruction.

All pictures in this bulletin are of buildings that have been erected in the last two years.



Lanyon—Organized 1914; sections in district, 21; total enrollment, 147; high school enrollment, 40; horse busses, 7; motor busses, 0; children transported, 120; cost of building, $34,000.

SCHOOL GROUNDS

The legal requirement does not place a minimum acreage for the school grounds. For a number of years, however, the State Department has required all schools receiving state aid to provide a five-acre site. Of the 263 schools receiving state aid this last year practically all of them have met the requirement of five acres. A few schools organized in the early years of consolidation have only four acres as that was the original requirement, but nearly all have purchased the additional acre. The consolidated school of Harris, in Osceola county, now owns thirteen acres and all of this acreage is found to be very useful.

Whenever a consolidation has been organized, if the school is looking forward to state aid, it should get in touch with the State Department immediately that a representative may be sent and a suitable site approved. If a suitable building has not already been provided this site should be chosen for the time when the new building will be built.

The consolidated school is to become the community center. As such, community picnics and all kinds of community gatherings will be held in the school building and on the school grounds. In the case of school activities only, there must be ample ground for the agriculture plot, which should be not less than one acre and additional ground sufficient for play ground activities.

In the case of the agriculture plot the original plan was garden work. However, this type of work has not met with the success that was expected in the beginning of the garden movement, since the agriculture teacher is usually away from the community during the summer. Because of this fact we are urging all school boards to provide an orchard plot where lessons in the pruning of trees, budding, grafting, spraying and cultivation of fruits may be provided. Each spring, nursery stock of some kind should be added to the plot.

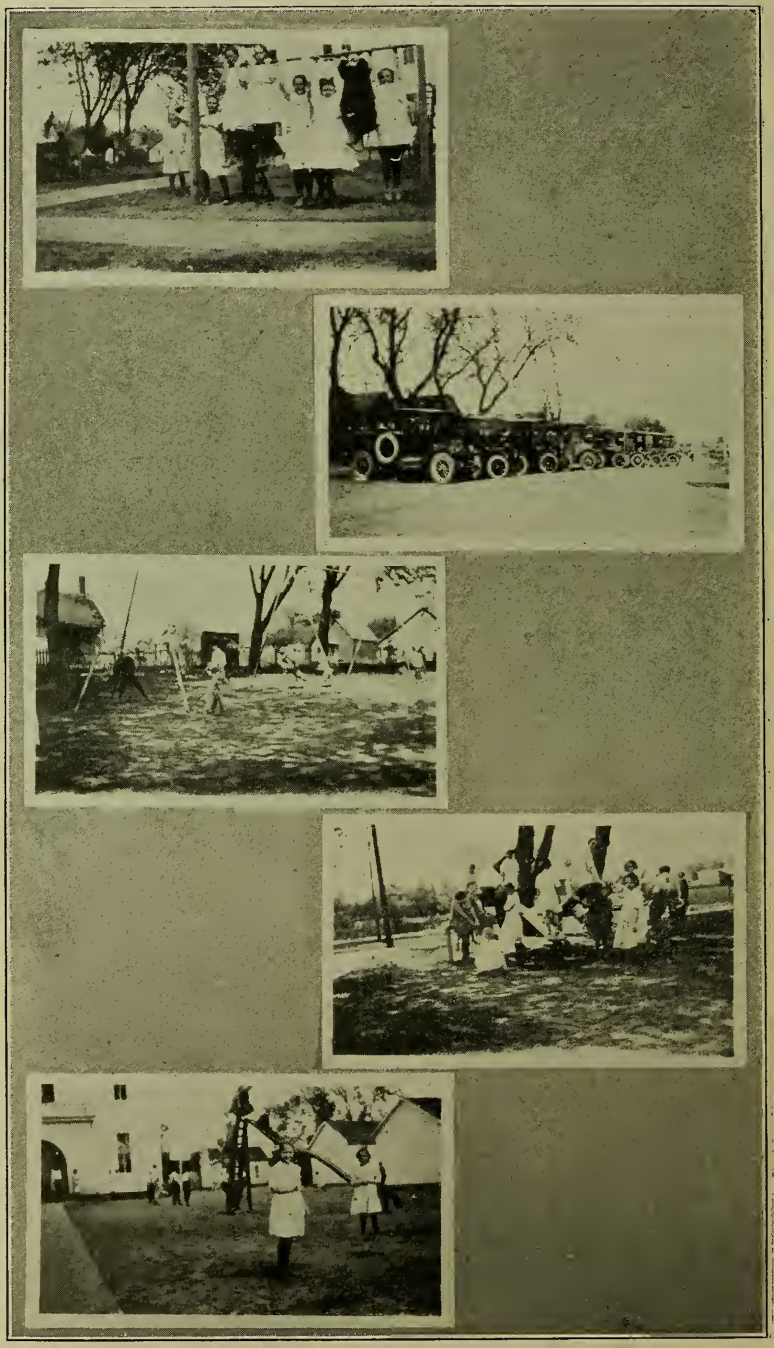
In the case of play ground activities the consolidated school has a large number of children on the grounds during the noon hour. This means that careful supervision should be given to the children during this period and the grounds should provide at least four divisions, one for the younger boys, one for the younger girls, one for the older boys, and one for the older girls. There should also be provided a baseball diamond and tennis court. The baseball diamond should be used not only by the school boys, but by all the men in the community, and no doubt in the case of a large number of consolidated schools a football field will be desired and the five-acre site will be found no more than adequate to take care of all these ac-

tivities. In fact, if parking facilities are to be provided for automobiles on the grounds, the five acres will not be sufficient.

Play grounds should be laid out at the rear of the building, and all ground in front should be landscaped, providing a well-cared for lawn, while hardy shrubbery should be banked against the building.

The school will thus become the beauty spot of the community, attracting the eye of the passer-by and arousing pride not only on the part of the children, but on the part of all living in the community.

Hanlontown—Organized 1917; sections in district, 19; total enrollment, 139; high school enrollment, 38; rooms in building, 13; number horse busses, 7; number motor busses, 0; cost of building, $70,000.



Playground at Orient, With Up-to-date Equipment.

ORIENT

Organized	1919	Horse busses	0
Sections in district	36	Motor busses	9
Total enrollment	331	Children transported	188
High school enrollment	83	Cost of building	$123,000

Only fifteen children leave their homes before eight o'-clock, only five of these fifteen as early as seven forty-five.

The new building will house all the grade rooms as well as the high school. The old brick high school building will be used for Manual Training and Science laboratory rooms.

Another illustration of motor transportation without gravel roads.

The patrons co-operate splendidly with the school. The confederated clubs and the teachers plan community gatherings for all patrons, pupils and teachers. In this way they give everyone a chance to get together several times during the year. For two years they have had a special day which they call "Go to school day." These have been the means of getting many parents out to visit the regular work of the school. A lecture course of four numbers is offered which is well patronized. The school also has charge of pay movies on each Thursday night at the school auditorium. The school has a boys' and girls' glee club and an orchestra. They take part in declamatory work, football, basketball and baseball.

CHILDREN AT PLAY

Many of the consolidated schools have the best equipped playground in the state. With a five-acre site the children have an opportunity to develop the play spirit and to learn to live with each other.

Superintendent's Home **New Building** **Old Building**

Gilman—Organized 1915; sections in district, 28; total enrollment, 283; high school enrollment, 78; horse busses, 8; motor busses, 0; children transported, 140; cost of building, $117,000.

BUILDINGS

Since January, 1920, 81 consolidated school buildings have been built, many at peak prices. Unscrupulous architects and contractors sometimes exploited the people. Since approval by the State Department is necessary, plans should be submitted in advance for examination by the State Architect and the Inspector, who can make suggestions that may prove of great value in saving expenses and making the building better adapted to the needs of the community.

A building, to be approved by the State Department, must be properly heated, lighted and ventilated. Rooms for Domestic Science, Manual Training and Agriculture must be included. Toilets on each floor of the building are being recognized more and more as a necessity. All stairways must be of fire-proof construction, with twelve-inch tread and six-inch rise. A gymnasium and community room not less than sixty by thirty-five should be provided for with additional accommodations for spectators.

In planning the building nothing is more important than the selection of a good architect. No architect is authorized to say that his set of plans is approved by the State Department as we approve plans individually and only when we know all the circumstances. If a school board is to serve its community in the best way possible it should make a careful investigation of the reputation of all architects before proceeding to give the contract to any architectural firm.

VENTILATION

When the fan system is used thirty cubic feet per person per minute should come in at the warm air ducts. The vent flues should have a cross-sectional area of at least eight square inches per person in room.

When the gravity system is used warm air and vent flues should have cross-sectional area not less than four hundred square inches.

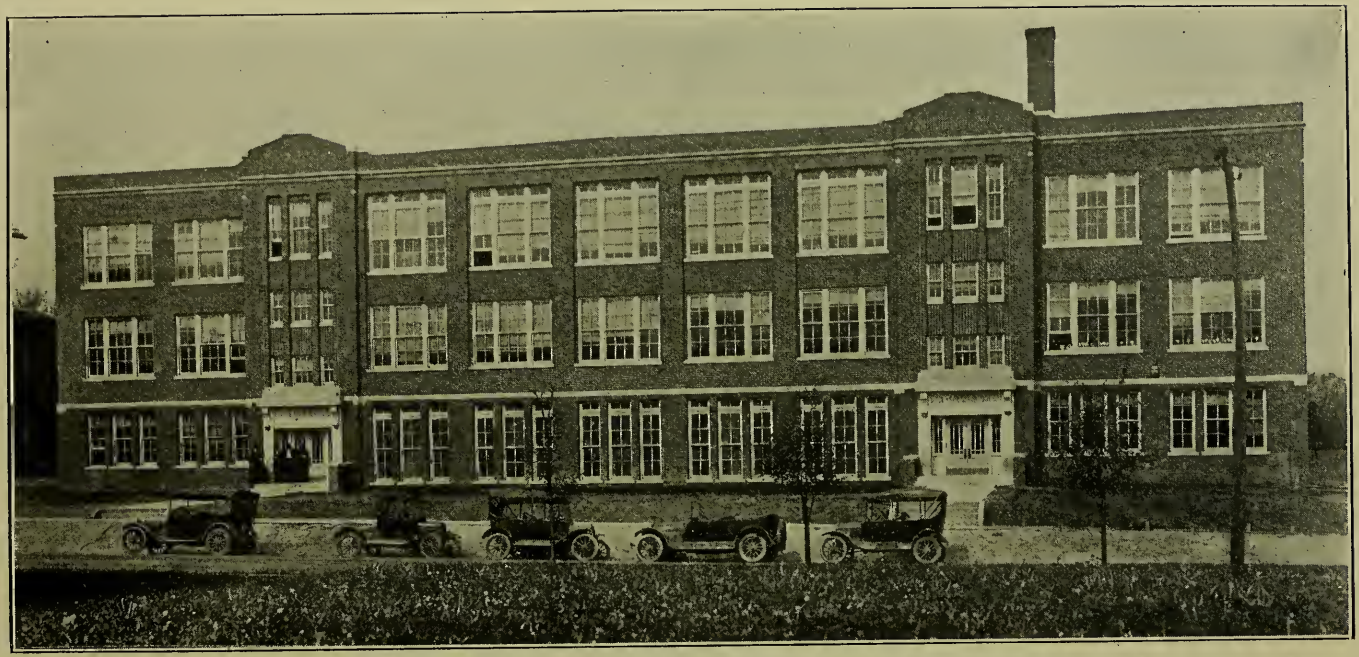
Air passed through radiators coming directly from outside should have sufficient openings that combined area will amount to not less than nine square inches for each child.

LIGHTING

There shall be no windows in the wall which seated children shall face. Glass surface should be about one-fifth of floor space.

CARE OF SCHOOL BUILDINGS AND GROUNDS

Those who have charge of public school buildings are important factors in the success of the schools. An over-heated



Earlham—Organized 1919; sections in district, 41; total enrollment, 390; high school enrollment, 142; horse busses, 0; motor busses, 8; children transported, 160; cost of building, $160,000.

building or an under-heated building constitutes a poor condition for study or recitation, and at the same time menaces the health of teacher and pupils. The same thing is true in regard to a poorly ventilated building. At the same time a slovenly building conduces to habits of slovenliness, which often go with pupils through life. The duties of a janitor of a school building may be classified under eight heads:

I. Heating and ventilating of building.

(a) There should be a reliable thermometer provided for each classroom and recitation room. For proper registration this should hang on a level with pupils' bodies as they sit at their desks, and should register, during the school day, 70 degrees fahrenheit.

(b) During chilly weather of autumn and spring, a fire should be started in the morning, if the thermometer registers 60 degrees or less at 8 o'clock.

(c) Fire should be started early enough in the morning for the thermometer to register at least 68 degrees by 8:30 o'clock. It is generally economy in cold weather to bank fires to keep the building moderately warm during the night. Some "boards," in extremely cold weather, find it expedient to provide an extra man at night to keep fire.

(d) In the afternoon the fire should not be diminished to cool the building before all pupils are dismissed. Teachers often detain groups of pupils to work with them after regular hours.

(e) All rooms should be thoroughly ventilated by opened windows, both morning and evening. If the building has no special means of ventilation the rooms should likewise be thoroughly aired at each intermission.

(f) When a special means of ventilation is in use, this should be frequently tested in each room to see that it is properly functioning.

(g) When the "fan system" is installed, this is intended to be in operation at all times during regular session. If this must be less, for purposes of economy, the fan should be run frequently, and for periods of at least five minutes.

II. Sweeping, dusting and scrubbing of rooms.

(a) Class rooms, corridors, office and all other parts of building in daily use should be swept each evening and thoroughly dusted each morning. The dusting should include desks, chairs, etc.

(b) Some form of sweeping compound is usually used in sweeping. To prevent greasing of floor, this should not be scattered over the floor and allowed to lie, but should be swept ahead of the broom. A brush broom is better than a straw broom. In case the floors are oiled once or twice per year the use of sweeping compound may be unnecessary.

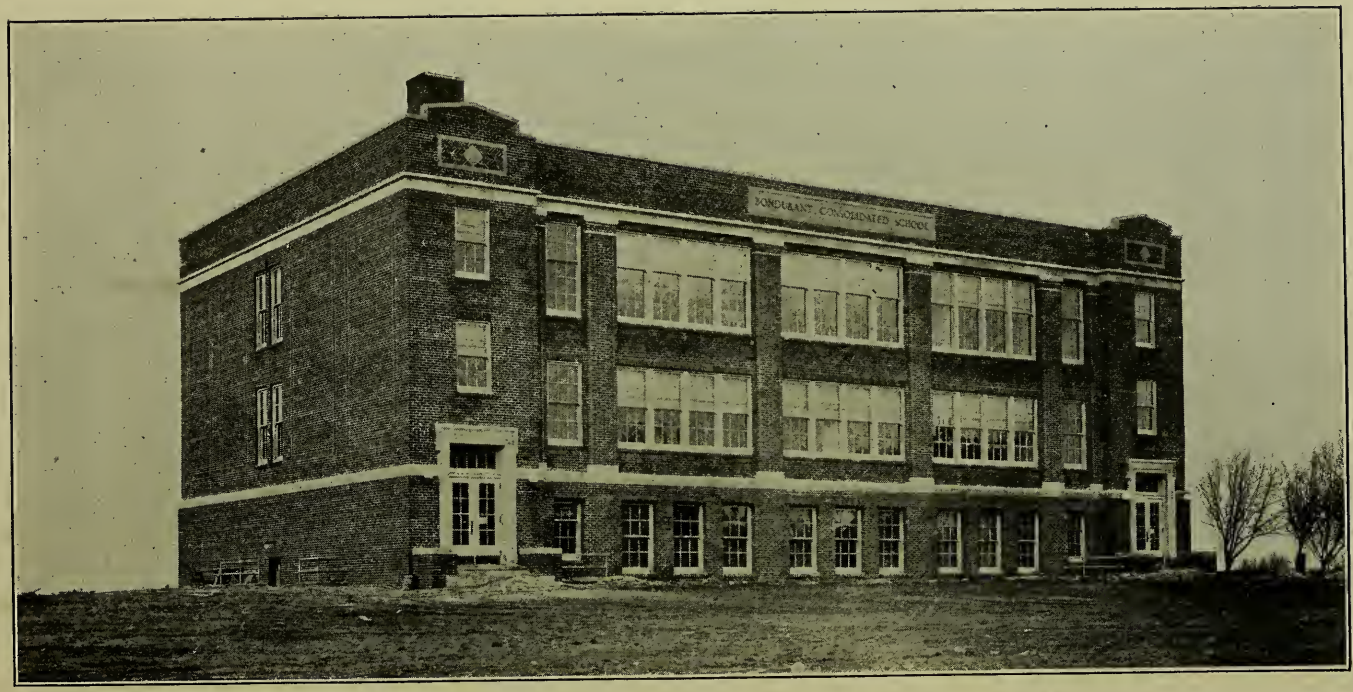
(c) Neither sweeping nor dusting should be done while teacher and pupils are in the room.

(d) In the evening, thirty minutes should be allowed a teacher after regular dismissal for completing her work, before the room is swept.

(e) An oiled cloth, perfectly dry, is best for dusting.

(f) Blackboards should be thoroughly wiped with a dry oiled cloth, at least once per week. Slate boards may safely be washed occasionally. Erasers should also be cleaned weekly, while chalk trays should have daily attention.

(g) Unoiled floors should be scrubbed at least once per month, on Saturday. Care should be exercised that floors do not warp through use of too much water. Oiled floors do not need such frequent attention.



Bondurant—Organized 1919; sections in district, 24½; total enrollment, 245; high school enrollment, 78; rooms in building, 43; horse busses, 6; motor busses, 0; children transported, 120; cost of building, $125,000.

III. Care of windows.
   (a) Just preceding opening of school in the fall, all windows should be thoroughly washed, including basement windows, transoms and glass doors.
   (b) Just after disappearonce of flies windows should be again washed.
   (c) As early in the spring as weather will permit they should be again cleaned.
   (d) Windows should frequently be wiped on the inside with a damp cloth, to remove the dust.
   (e) For washing upper story windows on the outside a platform can be made to project from the window, held by a crossbar on the inside.

IV. Care of toilets, lavatories, and drinking fountains.
   (a) Inside toilet rooms should receive as close attention as any room. Floors should be swept, bowls cleaned and any marks erased.
   (b) Outside toilets should be swept every day, and occasionally scrubbed. If frequent obscene marks appear these should be occasionally painted over.
   (c) Lavatory bowls should be cleaned every day.
   (d) Drinking fountains should be kept clean and carefully regulated.

V. Care of lawns and walks.
   (a) During the grass season the lawn should be kept down by scythe or by lawn mower.
   (b) If facilities are afforded, the lawn should be watered when needed.
   (c) No weed patches should be permitted to grow.
   (d) In the winter, snow should be removed from the walks before being tramped solid.
   (e) Ice should not be allowed to endanger the pupils. Cinders should be promptly sprinkled over ice patches.
   (f) Playground equipment should be properly cared for.

VI. Minor repairs about the building are considered the duty of the janitor, as are also the transfer of apparatus and furniture from room to room.

VII. The janitor's relation to pupils and teachers.
   (a) When teachers have special exercises and therefore require added chairs and readjustment of furniture, the janitor should lend his assistance.
   (b) Unless especially delegated disciplining duties be assigned a janitor, he has none.
   (c) It is nevertheless the privilege and the duty of the janitor to report bad conduct of pupils to teachers or to superintendent.
   (d) The janitor should never administer corporal punishment to a pupil.

VIII. Relation of janitor to superintendent and to board of education.
   (a) The janitor in his general every day duties, the same as teachers, is under direction of the superintendent. If he has complants, he should take them to the superintendent.
   (b) He may be directed in specific duties, such as repairs, etc., by the board of education, or by the committee on buildings and grounds.
   (c) If a janitor does not choose to perform certain duties naturally pertaining to his position, he should have these stated in the terms of a written contract.

SUPERINTENDENT

No one factor is more important to the success of the consolidated school than the Superintendent. The Superintendent of a consolidated school should have these qualifications:

1. He should be a college graduate.
2. He should have a strong personality and be neat in personal appearance.
3. He should have the qualities that make for leadership.
4. He should be in sympathy with rural life and interested in community activities.
5. He should have made a careful study of the transportation of school children and should know how to organize same.
6. If he is to instruct in Manual Training and Agriculture he must have not less than six college semester hours in these subjects.
7. He should have not less than three years' teaching experience.

A man possessed with these qualifications cannot be easily found and great care should be used on the part of the board in looking up the qualifications of a Superintendent. In considering an application for any work in the school a board should have at least three personal letters concerning the candidate. When a man is found who is capable he should be given good compensation for his services.

When the Superintendent has been elected he should be given the confidence of the board and extended the courtesy of attendance at all meetings of the school board and his counsel should be sought in all cases where the welfare of the school is concerned. His recommendation should be necessary in the selection of teachers and in the selection of drivers. When criticism concerning the school comes to any member of the board the superintendent should know the criticism and should be advised with concerning it. No more unfortunate situation can exist than that which frequently arises where the Superintendent and the school board do not co-operate. No consolidated school can succeed under such circumstances.

Opponents of consolidation are making strong attacks upon transportation of pupils, in connection with the consolidated schools, and many of the problems that arise concerning transportation could be eliminated if school boards would turn over the organization of the drivers and the hauling of the children to the Superintendent.

One thing is definitely sure. During the period of the contract with a man as Superintendent a school board should give him their support. If they have made a mistake in their selection they should continue their support until his contract has been terminated. In case they cannot longer retain their confidence in him, they should notify him some time before the termination of the contract in order that he may be given opportunity to locate elsewhere.

SPECIAL TEACHERS

The law of Iowa requires all consolidated schools receiving state aid to employ teachers for Manual Training, Agriculture and Domestic Science who are certificated to teach these subjects. The minimum requirement for such certification is six college semester hours in Manual Training and Agriculture and not less than thirty college semester hours in Domestic Science.

It is very essential that the Superintendent of such a school keep on file a statement signed by the Registrar of the institution attended by special teachers and such statement should give definite information as to the training of the teachers of these special subjects.

An increasing amount of preparation will be required in these subjects as teachers with advanced preparation become available and teachers meeting only the minimum should take advantage of summer school work to increase their preparation. In fact, all teachers of Manual Training and Agriculture should have completed courses in these subjects sufficient to give them standing as a specialist in the subject.

PRACTICAL SUBJECTS

The subjects of Agriculture, Manual Training and Domestic Science should be given at least one day per week in the seventh and eighth grades and in all consolidated schools receiving state aid instruction in these subjects should be given for one year in high school and should not be alternated. Many of our good consolidated schools are now offering two years of work in these subjects and such work is found to be of far more advantage to girls and boys in rural communities. The consolidated school is a rural school and such a course of study should be outlined and offered as will give to the girls and boys coming from the farm, work that will be of greatest value to them in connection with the vocation they are to follow.

A majority of the girls and boys in the consolidated school will never receive any training in advance of what is received in the High School and subjects that are regarded as necessary merely for college entrance should be given little emphasis in the consolidated school curriculum.

In planning the course of study, each Superintendent should start with the subjects of Agriculture, Manual Training and Domestic Science as the ones around which to build his course. It is suggested that the Manual Training and the Domestic Science be offered in the 9th grade and that Agri-

culture be given to both girls and boys in the 10th grade. The importance of the right teaching of these subjects cannot be over-estimated in the consolidated school and it is hoped that the coming years will witness an excellence of work that has not been heretofore manifest in these subjects, due, undoubtedly, to the lack of qualifications of teachers.

HIGH SCHOOL TEACHERS

High school teachers must be college graduates if the school is to be approved for four years' work. This means that salaries must be adequate to attract teachers who can meet these qualifications. School boards cannot expect to meet the standards for approval unless they are willing to pay the price. One or two teachers may be approved who have had only two years of college work but they should never be regarded as more than temporary in their position.

Before a teacher is employed either the Secretary of the Board or the Superintendent of the School should demand a certificate of his or her qualifications signed by the Registrar of the institution which the candidate has attended. Accepting the unqualified word of the candidate has many times jeopardized the standing of the school.

The first person employed each year should be the Superintendent. If a school is small, a man should be employed who is qualified to teach Agriculture and Manual Training. Having employed the Superintendent the board should instruct him to investigate the qualifications of candidates for vacancies and make recommendation as to the selection of teachers.

If the High School is to receive four-year approval the first teacher selected should be the one in charge of Domestic Science. If the Superintendent is a four-year graduate, and one other teacher is selected who has had four years' training, the teacher of Domestic Science may have a minimum of two years of training.

GRADE TEACHERS

The qualification of grade teachers in state aided consolidated schools should be as follows:

1. A grade teacher should be a high school graduate.
2. A grade teacher should have at least twelve weeks of special training for the grade work she is to do.
3. A grade teacher should hold a first grade county certificate or a certificate of higher grade.
4. It is recommended that the primary teacher have at least one year of primary training.

Frequently the remark is heard in the selection of teachers, "Well, it is only a grade position so it doesn't make much difference." It is safe to say that many a high school student has met with failure and later become discouraged and given

up because the training he received in the grades was insufficient and carelessly done.

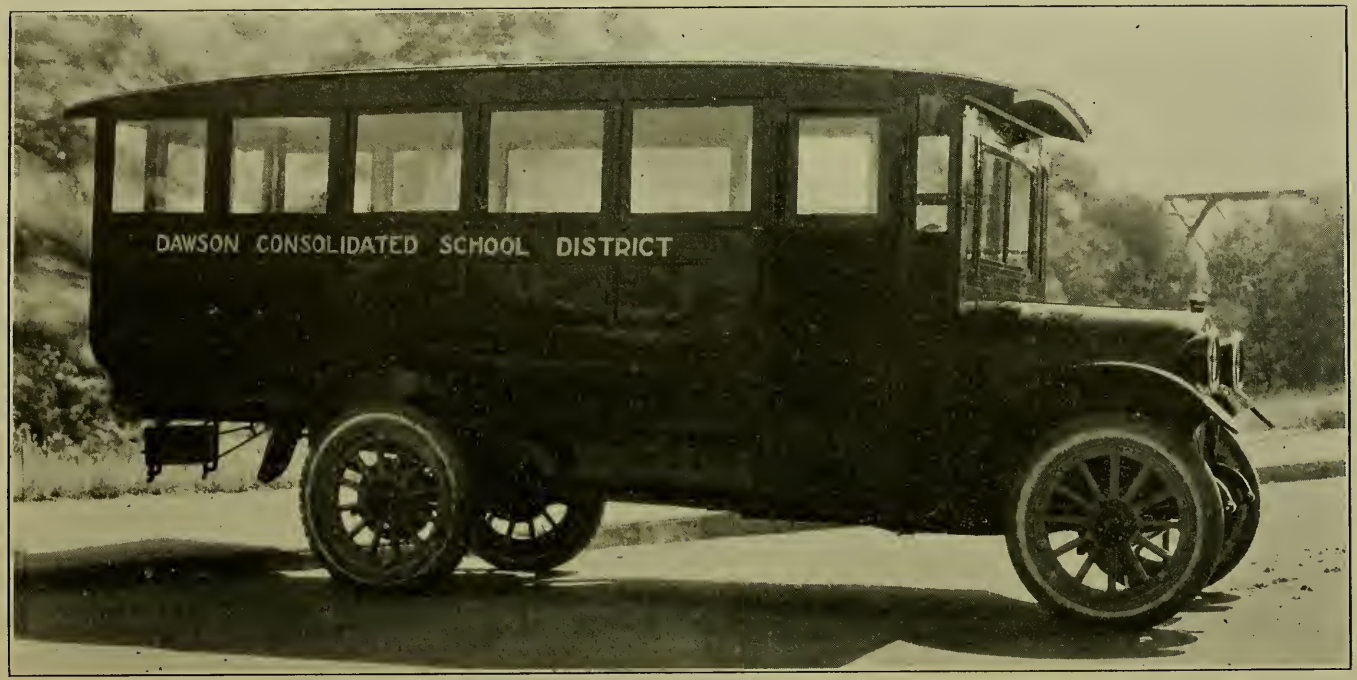
Many times the question is asked if the training in the Normal Training high school meets the requirement. Such training is given by the state for the purpose of training teachers for the one-room country school and it is not training for a graded school system. The twelve weeks of training refers to training received in some good Normal School where training is given especially for grade work.

The minimum of twelve weeks can easily be obtained during one summer and there is no excuse for a grade teacher not having this minimum training. Most educators are of the opinion that this minimum requirement is too low and it must be admitted that the criticism is a just one and that in the near future it is hoped that the supply of teachers with more training will become sufficiently large that a higher requirement can be made.

Some Consolidated School Statistics

The following figures are gleaned from uniform annual reports of 355 consolidated schools reporting January 1, 1922:

Consolidated schools organized since January 1, 1914	320
Pupils transported	36,981
Horse busses	1,802
Motor busses	579
Total cost of transportation	$1,710,864.15
Average number of busses to the school	6.7
Average cost per bus per year	$718.54
Average cost per bus per month	79.83
Average number pupils per bus	15.5
Average cost transportation per pupil per year	$46.28
Average cost transportation per pupil per month	5.14
Number of schools reporting	355
Total enrollment	73,041
High school enrollment	17,927
High school teachers	1,529
Grade teachers	1,810



This motor bus is a type of vehicle that is becoming very common in the State of Iowa. It is found more frequently on the southern side of the state where there are no gravel roads and where there are clay hills than it is on the northern side of the state on the gravel roads, as these schools were started early and have not changed from the horse-drawn van to the up-to-date motor vehicle. Most of the new schools have adpoted the use of motor transportation. It is safe to predict that within the next five years practically all consolidated schools will be using the motor vehicles.

TRANSPORTATION

The problem in connection with the consolidated school is transportation. All children living outside the limits of any city, town or village included within the borders of the district must be transported. During the last year 34,743 children were transported to school. The Inspector found in his visits that as a usual thing the transportation was badly organized and had little supervision from the Superintendent. The transportation of the pupils in suitable busses with the right kind of drivers is as important as the providing of a comfortable school building and the right kind of teachers.

The successful transportation of pupils depends largely upon the wise selection of a Superintendent who has studied the problem. The Superintendent should be given full supervisory authority over drivers, busses, and routes. With the co-operation of the school board he should make a set of rules governing drivers and pupils while in the busses. Every parent should receive a set of these rules and their co-operation solicited in enforcement of same.

Drivers should make daily reports to the Superintendent, and early in the year be impressed with the responsibility of the work they have undertaken. One of the outstanding difficulties with drivers is their desire to get the children to school early and themselves return home to do a day's work. This practice should not be tolerated and no child should enter a bus before 7:45 a. m. and if the route is not long a much later hour is desirable. No bus should arrive at the school before 8:45. The schedule should be exact. The driver should always start at the same time in the morning, no matter what the condition of the roads.

Most of the opposition to the consolidated school is due to the fact that school boards have failed to turn over the supervision of the transportation to the Superintendent whom they have employed. Drivers should be under the supervision of the Superintendent exactly the same as teachers are under his supervision. He should recommend the routes, schedule the time when the wagons are to be at each home and require a daily report from all drivers. The report should contain such questions as the following:

1. What time did the bus arrive at the home of the first child?
2. Names of disorderly pupils.
3. What complaints were made by parents?
4. What was the condition of the roads?
5. What time did the last child arrive home?

In addition to this daily report every parent should be furnished with regulations governing drivers and these regula-

Lohrville transports 130 children in seven motor busses. The people at Lohrville have adopted the right policy and that is the policy of the school owning its own busses. The owning of good vehicles for the transporting of pupils is just as important as having a good building and good equipment in the school rooms. Children are entitled to safe, comfortable and speedy transportation.

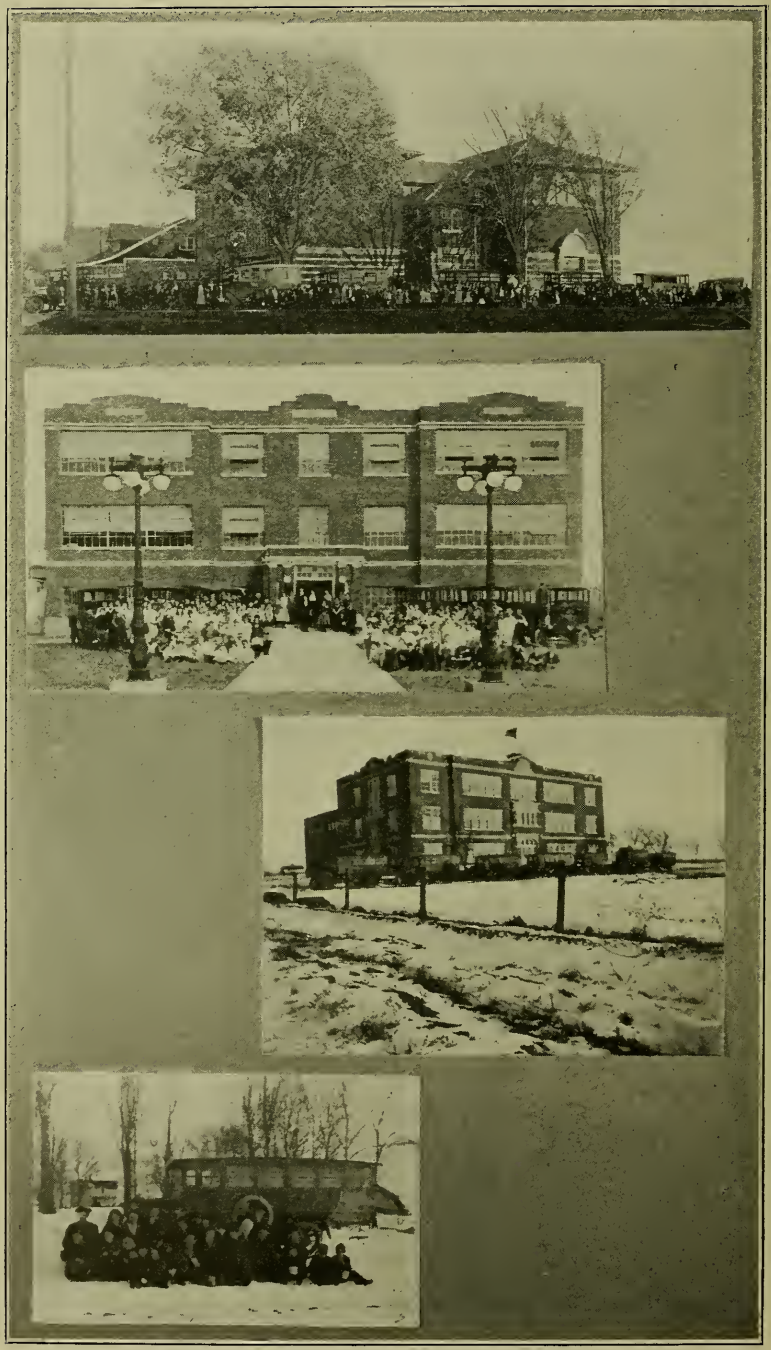
tions, together with those governing pupils while riding in busses, should be posted in the school bus. The following regulations have been suggested and are probably a minimum requirement that should be made of all drivers:

1. The driver shall run his wagon on a regular schedule.
2. The driver shall not arrive at any home earlier than the scheduled time and the earliest time scheduled shall not be before 7:45 a. m.
3. The driver must start from the farthest terminus of his route in sufficient time to reach the schoolhouse by direct travel not earlier than 8:45 a. m. and shall stop only to take pupils into the wagon.
4. He must be at the school house at 3:50 p. m., or such time as the board shall direct, his wagon ready to receive his load and shall then drive to the further terminus of his route as quickly as the condition of the road and the welfare of his team will permit.
5. He must wait not more than two minutes for any pupils.
6. The driver takes the place of the teacher in matters of discipline while the pupils are in his wagon.
7. Each driver shall abstain from the use of intoxicants while in the employ of the board and shall at all times deport himself so as to set a good example for the children under his care.
8. Drivers shall abstain from the use of tobacco, profane or vulgar language, at any and all time while on duty.
9. The driver shall be under the control and supervision of the Superintendent of the school and subject to any reasonable orders he may give.

Too much attention cannot be given to the time of collection of children in the morning. We have too frequently found busses arriving at the school house as early as 8:15 A. M., the driver giving as his excuse that "he must get home to do a day's work."

Such action is indefensible, and every school district should have a contract with every driver requiring him to follow a time schedule except when roads are bad, and then drivers should be allowed to arrive late, but the time of starting should always remain the same.

While the law makes provision for employing parents to bring children a distance of two miles to connect with the bus, it is a bad practice and nearly always ends in dissatisfaction. Provide a sufficient number of busses so that every child can be met at the home gate and quickly and safely be taken to school, and the doubtful ones are soon converted to the fact that "kids can be hauled to school." Many of the risks which endangered health in the days of the little country school, as walking through snow and slush, have been done away with.



Newhall, Franklin Township (Cooper) and McCallsburg in the order named. Below, comfort in a storm.

Newhall

Organized	1920
Sections in district	36
Total enrollment	240
High school enrollment	47
Rooms in building	15
Horse busses	5
Motor busses	4
Children transported	123
Cost of building	$120 000

A course in physical training is given. Basketball, baseball and track teams participate in inter-scholastic contests. A band and orchestra are organized of which the school boasts.

Franklin Township
(Cooper)

Organized	1919
Sections in district	29¾
Total enrollment	233
High school enrollment	53
Rooms in building	20
Horse busses	0
Motor busses	7
Children transported	186
Cost of building	$100,000

The people in this district have a live community club, a parent-teachers' association, boys' and girls' clubs, hot lunch, farm business course, annual agricultural exhibit and farmers' short course, declamatory and track association, judging teams, May day fete.

McCallsburg

Organized	1920
Sections in district	36
Total enrollment	231
High school enrollment	40
Rooms in building	21
Horse busses	0
Motor busses	8
Children transported	170
Cost of building	$108,000

These schools have proven the success of motor transportation.

Henderson and Elwood, Showing Their Motor Busses.

Henderson

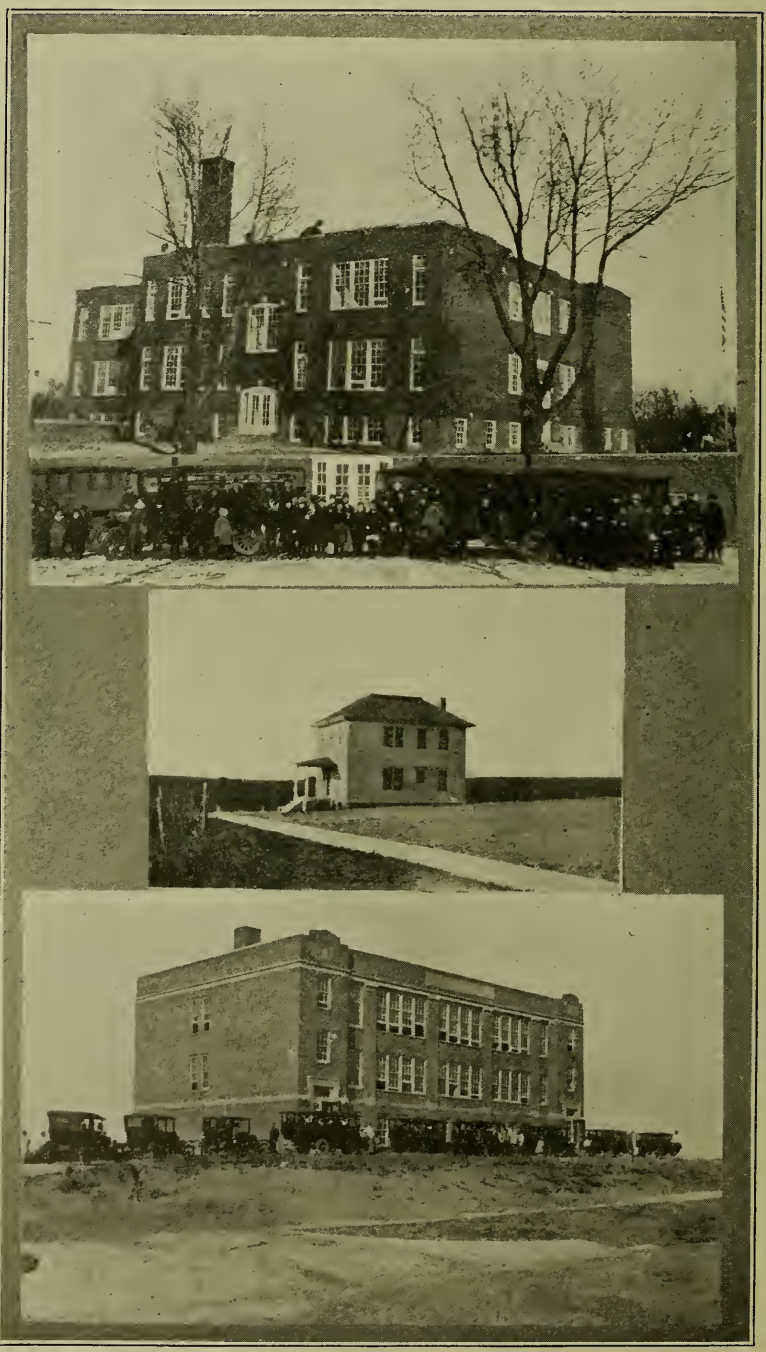
Organized	1920
Total enrollment	157
High school enrollment	37
Motor Busses	4
Children transported	86
Cost of building	$75,000

Elwood

Organized	1920
Sections in district	26
Total enrollment	160
High school enrollment	44
Rooms in building	15
Horse busses	0
Motor busses	4
Children transported	125
Cost of building	$90,000

Community School club to meet once a month to discuss school problems. Two basketball teams.

Henderson and Elwood are two schools that have proven the success of motor transportation in localities where there are no gravel roads. In Colorado ninety per cent of the children are conveyed to the Consolidated schools in autos. In Colorado there are in use four hundred auto busses and forty-eight horse-drawn vehicles in 146 Consolidated School districts. In the State of Iowa about 15,000 children are transported by motor transportation and little difficulty has been exerienced in transportation and it has been found that goods roads have always followed the introduction of motor busses. The transportation of children over extreme distances is not advocated, but it has been conclusively proven that the district with a large area can maintain the school without a high tax levy, as the tax levy decreases as the property valuation increases.



Hedrick (above) and Grand Meadow (below) have both proven the success of motor transportation. The center picture shows the teacherage at Grand Meadow.

Hedrick

Organized	1920
Sections in district	19
Total enrollment	337
High school enrollment	113
Rooms in building	13
Horse busses	0
Motor busses	4
Children transported	101
Cost of building	$135,000

Hedrick believes in transporting children by motor bus although located in a district where there are no gravel roads.

Grand Meadow

Organized	1919
Sections in district	32
Total enrollment	150
High school enrollment	29
Rooms in building	14
Horse busses	0
Motor busses	8
Children transported	146
Cost of building	$115,000

Grand Meadow is one of the seventy-five consolidated schools in Iowa located in the open country at the social center of the township. It is strictly a rural school, demonstrating a farmers' school of the big type. Note the motor busses. These farmers believe there is nothing too good for their children, and have proven their belief by the splendid school they have provided. They have a parent-teachers' association and a farmers' club.

A Word About the Teacherage

Fortunately, the Iowa law makes provisions for teacherages where districts wish them. In round numbers, about fifty schools in Iowa now provide these teacherages. Many times it is possible to remodel the abandoned school buildings into suitable homes for the teachers.

SUGGESTED FORM OF DRIVER'S CONTRACT

THIS AGREEMENT, Made and entered into by and between_____, President of the Board of Directors of the Independent School District of_____in_____township, _____county, Iowa, and_____of _____township, _____county, Iowa.

Said_____covenants and agrees to transport the children of Route No._____ to the Central School in_____ each day that school is in session during the school year beginning_____ _____said. Said_____ further agrees to comply with the following conditions:

1. To run his wagon on a regular schedule.
2. To arrive at no home earlier than the scheduled time of the superintendent and the earliest time scheduled shall not be before 7:45 a. m.
3. To start from the farthest terminus of his route in sufficient time to reach the school house by direct travel not earlier than 8:45 A. M., and stopping only to take pupils into the wagon.
4. To be at the school house at 3:50 P. M. or such time as the board shall direct with his wagon, ready to receive his load and shall then drive

Geneseo Township (Buckingham)—Organized 1919; sections in district 36; total enrollment, 150; high school enrollment, 33; motor busses, 5; cost of building, $130,000; cost of teacherage, $20,000; children transported, 150.

Geneseo Township (Buckingham) Teacherage—One of the problems confronting every school teacher, superintendent or instructor is that of getting a suitable house to live in. It is not only a problem of the teacher, but it is the problem of the school board because with no place to live it is impossible to get the better teachers to remain in the country. Geneseo Township probably has the finest teacherage in the state, costing $20,000. It is modern in every way, with electric lights, gas, hot and cold water. It is also one of the schools having excellent vehicles for taking the children to and from school.

to the farthest terminus of his route, as quickly as the condition of the road and the welfare of his team will permit.

5. To wait not more than two minutes for any pupils.

6. To use the bus for no other purpose than the transportation of pupils.

7. To take the place of the teacher in matters of discipline while the pupils are in his wagon; to report all cases of disobedience to the superintendent and allow no child to enter or leave the bus until it has come to a full stop.

8. To abstain from the use of intoxicants while in the employ of the board and shall at all times deport himself so as to set a good example for the children under his care.

9. To abstain from the use of tobacco, profane or vulgar language at any and all times while on duty.

10. To be under the control and supervision of the Superintendent of the school and subject to any reasonable orders which he may give.

11. To stop the conveyance and cause same to be flagged across all railroad tracks.

12. To keep the conveyance under shelter at all times when not in use.

13. To allow no other person to drive the bus without special permission from the Superintendent.

14. To make such daily and weekly reports as may be required by the State Department of Public Instruction and the Superintendents.

15. To notify parents in case of a breakdown.

16. When school is closed by order of the Board of Health, or on account of bad roads, or because of inclement weather or for any other cause, $_____ shall be deducted for each day not required to make the trip by the school board.

In consideration of said services the said_____, President of the School Board, in behalf of the Independent School District of_____, hereby agrees to pay the said _____the sum of_____per month, excepting it is herein agreed that the board shall retain one-half of the first month's wages until the close of the term of service of_____ to insure the faithful performance of the terms of this contract. The Board of Directors reserves the right to terminate this contract at any time. The board reserves the right to change the route when it considers it necessary for the best interests of the patrons. In case of change $2.50 per month will be added for each additional mile added to the route. When the route is shortened $2.50 per month will be deducted for each mile taken from the route. The President of the school board agrees to furnish a safe, strong vehicle complete.

IN TESTIMONY WHEREOF, we have hereunto subscribed our names this _____day of_____192__.

_____ _____

President Driver.

Macksburg (above) and Dinsdale (below). Typical horse-drawn van in center.

Macksburg

Organized	1919
Sections in district	28
Total enrollment	232
High school enrollment	72
Horse busses	8
Motor busses	0
Children transported	156
Cost of building	$100,000

The following report was sent in by the school: "The Farm Bureau and the Ladies' club meet with us and we furnish special numbers for their programs. We have a strong lyceum course for the winter, also a literary society which gives public programs each month, besides other school entertainments. We give physical training to both boys and girls, and have glee clubs of each. We are planning an orchestra, have a Hi-Y of twenty-six members and both boys' and girls' basketball teams. The agriculture class tests milk for all farmers who will bring in samples. We plan to serve warm lunches to the children. Our people are proud of their school and are all strong for consolidated schools."

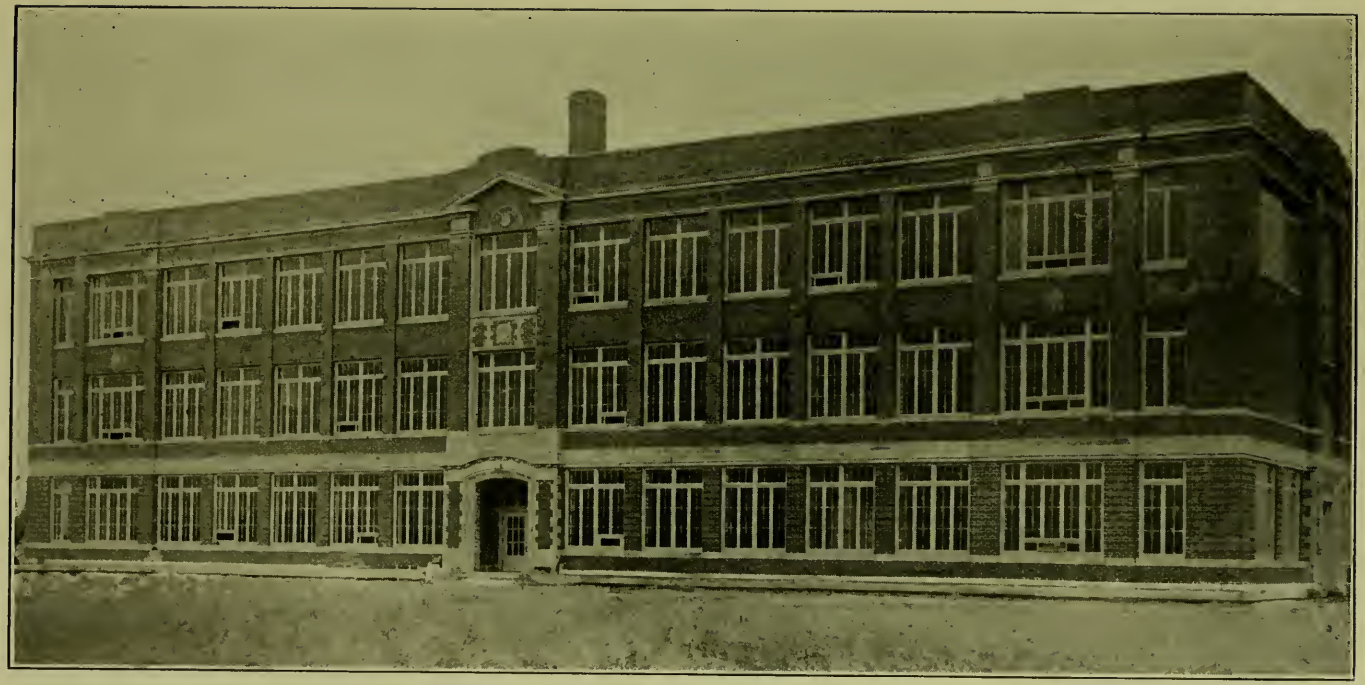
Horse-Drawn Van

A comfortable horse-drawn van is used by Macksburg school. If horse transportation is to be used the vehicles should be comfortable, substantial, well lighted. Dark curtain busses contribute to misconduct and at times have been known to lead to immoral conduct. The driver of a school bus has a responsible piece of work and usually he has little advice to guide him in his work. A good bus contributes much to his success.

Dinsdale

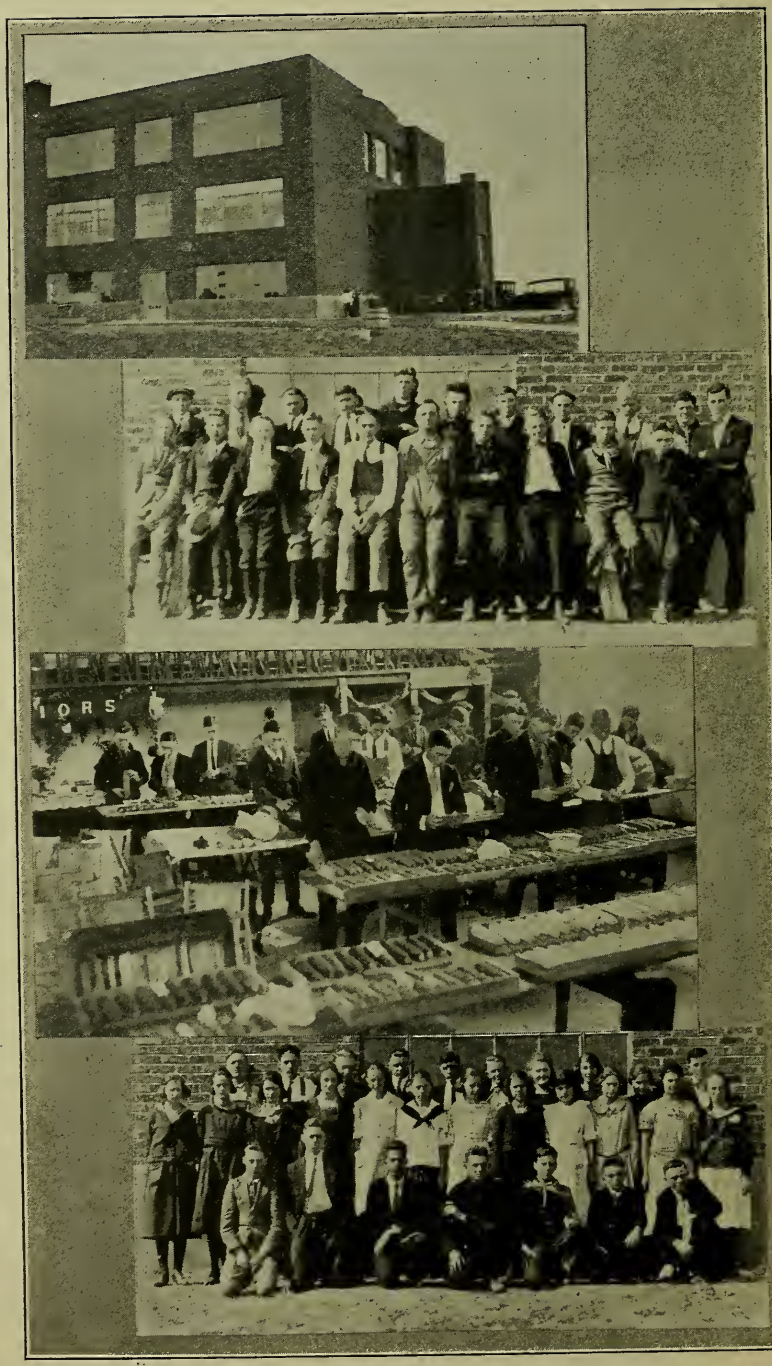
Organized	1920
Sections in district	29
Total enrollment	141
High school enrollment	25
Rooms in building	12
Cost of building	$110,000
Children transported	120
Horse busses	7

Elencoe—Organized 1919; total enrollment, 202; high school enrollment, 41; horse busses, 2; motor busses, 4; children transported, 84; cost of building, $100,000; sections in district, 45.



Glidden—Sections in district, 28½; total enrollment, 331; high school enrollment, 98; horse busses, 5; motor busses, 2; children transported, 128; cost of building, $200,000.

This is a Smith-Hughes school with thirty-two in the Agriculture class and twenty-nine in the Domestic Science class. It supports a corn club, calf club, poultry club, football, basketball, baseball and declamatory work.



Liberty Center, a rural consolidated school with all activities belonging to a school of this type.

Liberty Center

Organized	1920
Sections in districts	20
Total enrollment	129
High school enrollment	54
Cost of building	$70,000

The Liberty Center Consolidated School opened its doors as a consolidated school in September, 1921. This school is a rural consolidation, situated in a small rural unincorporated village in the southern part of Warren county. It is seven miles from a railroad, but on the Capitol City Trail. There are no foreigners in the community and its boast is that it has no "movie" but a mighty fine Consolidated School. One man puts it like this: "Others have better buildings than ours and there are larger district, but none of them have a better school than ours."

The course of study is aiming first for citizenship, vocation, and life. We have the Smith-Hughes Agriculture, Domestic Science and Manual Training, also Citizenship and Economics in our high school course. We have community meetings, once each month the Farm Bureau, and once a month the community club. At the last Farm Bureau meeting there were 280 present.

"Of course we have athletics. No school in this day and age can get far without them. We have a boys' team and a girls' team and class teams. Our boys' basketball teams were represented in twenty-four games this season and in all eighteen boys took part in these games. The girls took part in fourteen games and fifteen girls took part.

"In dramatics and public speaking our school ranks high in the number who tried out. It took three contests to eliminate our pupils for our first final. There were thirty-six contestants to work with. These were divided into three classes. The two highest from each class went on at the final home contest and the three from this contest went to our county subdistrict and the first there went to the final in the county.

"We also put on two school plays and an operetta in the spring. Our school is open for all community gatherings free of any cost. We charge twenty-five per cent of the receipts for outside gatherings.

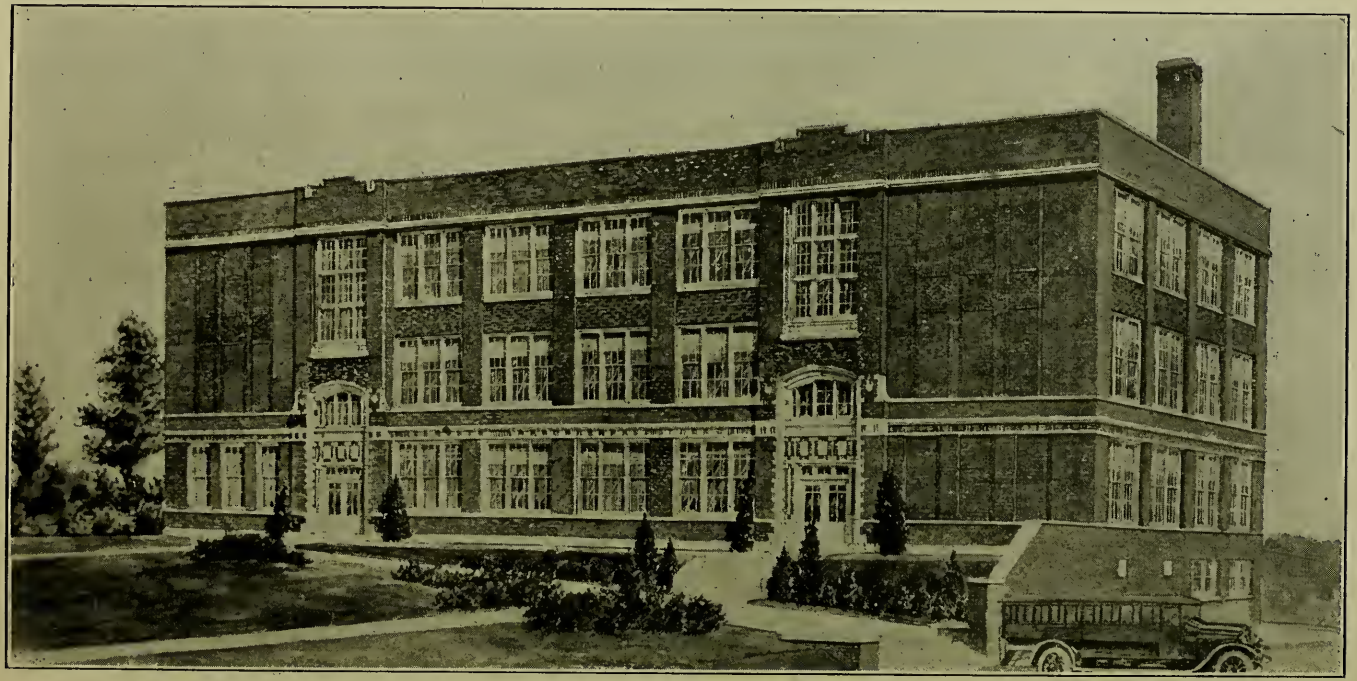
"When the school opened in the fall it was found that there were just twenty-eight more pupils in high school than were expected. As a result one teacher was added. Not only was that true, but the school has outgrown the building and this summer the board will finish off the third story of the building.

"One thing which might be mentioned here is the fact that the school grounds will be landscaped and set to trees and shrubbery this spring by the pupils of the vocational agriculture class. Each pupil of the school is to furnish a tree or a shrub. He wil name this and keep a record.

"A complete school garden will be run also. The boys will make and care for the garden and during the summer the girls will meet from time to time and can the garden products which will be used during the coming winter for school lunches. The garden, it is hoped, will make it possible to serve the school luncheon to all the pupils, not at a small cost, but if possible, free. This year we served it for a cent and two cents a dish, but we find that those who need it most do not get it. This coming year we wish to make it free to all.

"One thing more, our school has three spraying rings this year. We have pruned over three hundred trees and expect to spray at least that many more.

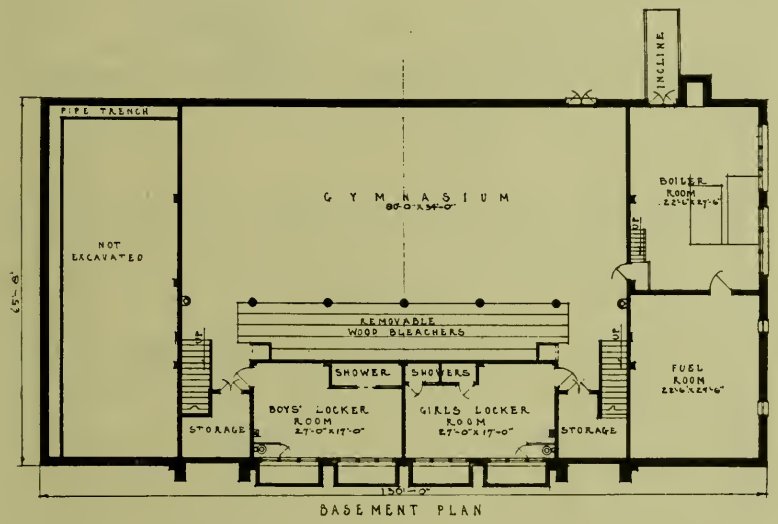
"We have fifty-four pupils in high school and twenty-one of them are tuition pupils. We made arrangements with County Superintendent McGee to send us names of boys who were near us. We have brought seven boys and girls into our school who were out of school. They are making good. One is twenty-four years young."



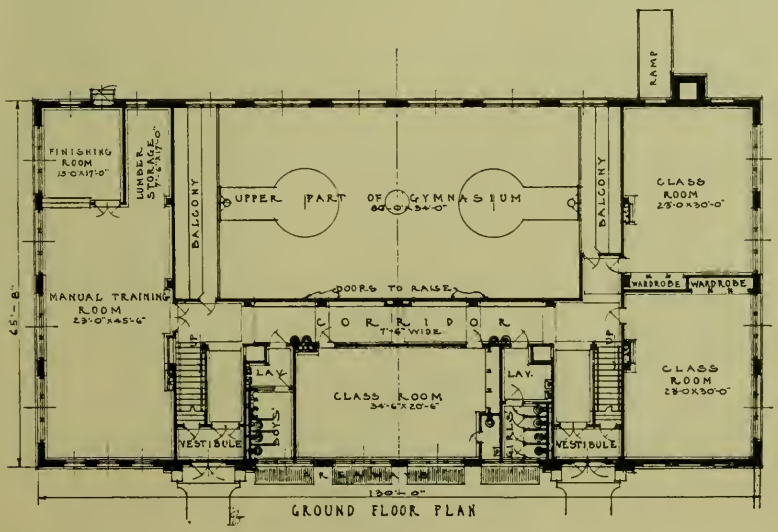
Redfield—Sections in district, 28; total enrollment, 357; high school enrollment, 109; horse busses, 0; motor busses, 7; children transported 164. Organized 1920.

Redfield

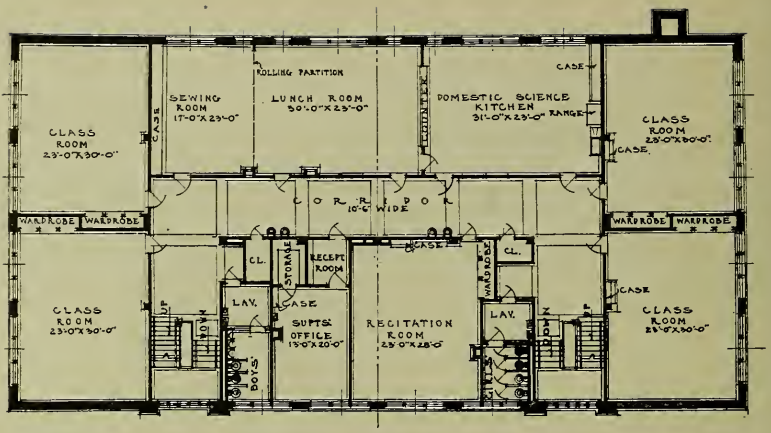
The Redfield building is a three-story structure with basement, thoroughly fire-proof, of brick and reinforced concrete, 130 feet long and 66 feet wide. In the basement are located boiler, fuel and storage rooms, in addition to a commodious locker and shower rooms for both boys and girls, and a large gymnasium equipped with main floor and balcony, with a seating space for 500 people. Ground floor and basement plans are shown on this page.



BASEMENT PLAN



GROUND FLOOR PLAN



FIRST FLOOR PLAN

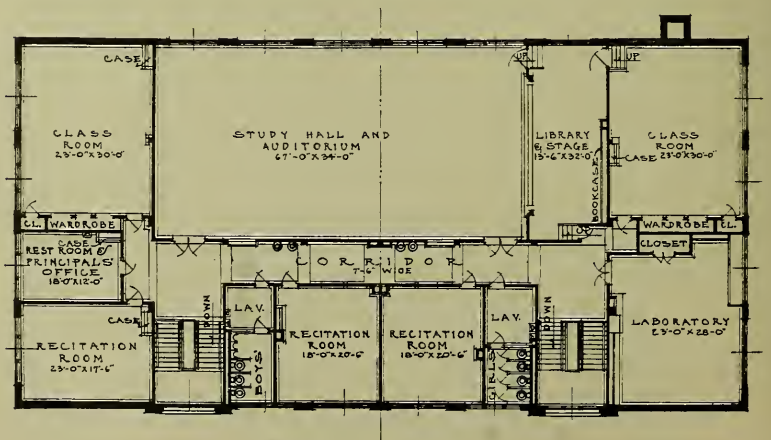
On the ground floor of this Redfield building are found manual training department with bench, machine and finishing rooms, and lumber storage, three standard class rooms and lavatories and toilet rooms.

The first floor contains domestic science, lunch room, sewing room, five standard class rooms, one recitation room, superintendent's office and toilet rooms.

The second floor has a large assembly auditorium, capable of seating 400 people, stage, library, science, laboratory, two class rooms, three recitation rooms, principal's office and rest room and lavatories and toilet rooms.

The building is fully equipped with built-in cabinets and mechanical devices designed for the easy and thorough administraton of a first-class school. It is heated and ventilated by the most modern equipment available.

First and second floor plans are shown on this page.



SECOND FLOOR PLAN

Cost Accounting at Redfield

Superintendent Rohrbaugh of the Redfield school says:

"Our school has been in operation for one year under the new plan and I frankly believe that there is not a parent in the district that has children going that would vote to return to the old plan.

"I believe we are the only district that has a complete record of all items that enter into the cost and operation of a consolidated school. We will make such modifications in our tabulation as experience has shown is desirable. Last year we had all our repair work done at local garages. This year we have a mechanic employed for the work. Accordingly we expect to cut a number of the items down a great deal this year. For example, we will get parts at wholesale and eliminate the labor charges, and so very materially cut down the oil and gas wastes.

"We have employed both student and adult drivers and have found the latter, if carefully selected, to be the most satisfactory. We have seven busses running eight routes, all but one starting at the end of the routes. The one exception runs two routes, one north and the other south of town.

"Our cost statistics include interest at six per cent, and a depreciation of twenty per cent on the body and thirty-three and one-third per cent on the truck. We urge a uniform system of collecting data for comparing with other schools and for the good of the cause."

REDFIELD FINANCIAL STATEMENT
Cost of Service

*Driver's salary		$ 65.00
Oil for this month		3.30
Gas for this month		15.60
Repairs for this month		3.40
Cost of body	$600.00	
Cost of chassis	689.00	
Interest on cost at 6 per cent		8.52
Depreciation of body, 1-9 of 1-5		13.34
Depreciation of chassis, 1-9 of 1-3		25.52
Total cost		$133.75
Net cost of operating		$133.75
Average number transported		20
Average cost per pupil per month		$6.63
Average number of miles in daily haul (distance from place first child is loaded to school house and back to starting place)		17½
Average cost per mie per pupil		1.7c

WALTER ZELLERS,
Driver.

October, 1920.

*This year we are paying $30 a month for this route.

NOTE—Acknowledgment is due Keffer & Jones, architects, Des Moines, Iowa, for preceding plans.

Route or Bus No.	B. or R. 1	B. or R. 2	B. or R. 3	B. or R. 4	B. or R. 5	B. or R. 6	B. or R. 7
Total miles traveled	3,400	3,628	1,828	2,260	3,000	5,150	2,445
Total salary paid	$495.00	$495.00	$425.00	$450.00	$585.00	$630.00	$412.50
Total oil in gallons	64½	32½	25¾	15	94	40	11½
Total gas in gallons	365	423	307	320	534	616	337
Repairs, including tires	$ 55.00	$ 133.05	$ 46.27	$ 18.00	$ 68.35	$ 88.55	$ 59.45
Miscellaneous	50.00	22.86	37.08	36.00	79.48	79.48	14.76
Grand total, including rent	1,172.41	1,248.06	951.89	1,020.40	1,298.20	1,349.96	821.60
Average cost per month	1,320.28	138.67	105.76	113.38	138.63	156.93	91.20
Average number transported	19	18	18	19	17	19	12
Cost per pupil per mile							
October	.016	.029	.038	.025	.017	----	.023
November	.018	.042	.038	.034	.021	----	.024
December	.016	.045	.039	.042	.024	----	.03
January	.019	.018	.024	.031	.025	----	.03
February	.026	.02	.024	.027	.03	----	.04
March	.015	.028	.02	.026	.02	----	.036
April	.019	.019	.023	.03	.029	----	.04
May	.017	.018	.024	.03	.025	----	.038

Average cost per pupil per mile for the entire year, .028.

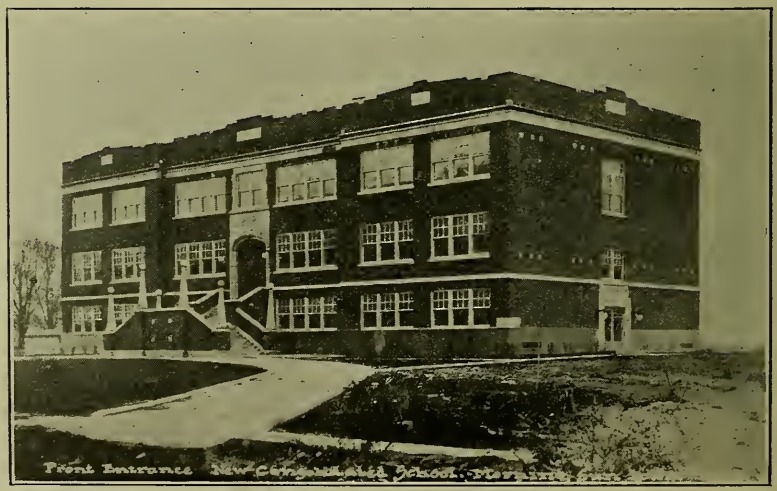
St. Mary's—Organized 1920; sections in district, 26; total enrollment, 167; high school enrollment. 40; horse busses, 6; motor busses, 6; children transported, 100; cost of building, $65,000.

Thurman—Organized 1915; sections in district, 18; total enrollment, 195; high school enrollment, 60; rooms in building, 20; horse busses, 5; motor busses, 0; chidren transported, 90; cost of building, $70,000; number of teachers, 9.

This community supports a parent-teachers' association and a Modern Idea Club.

New Building **Old Town School**

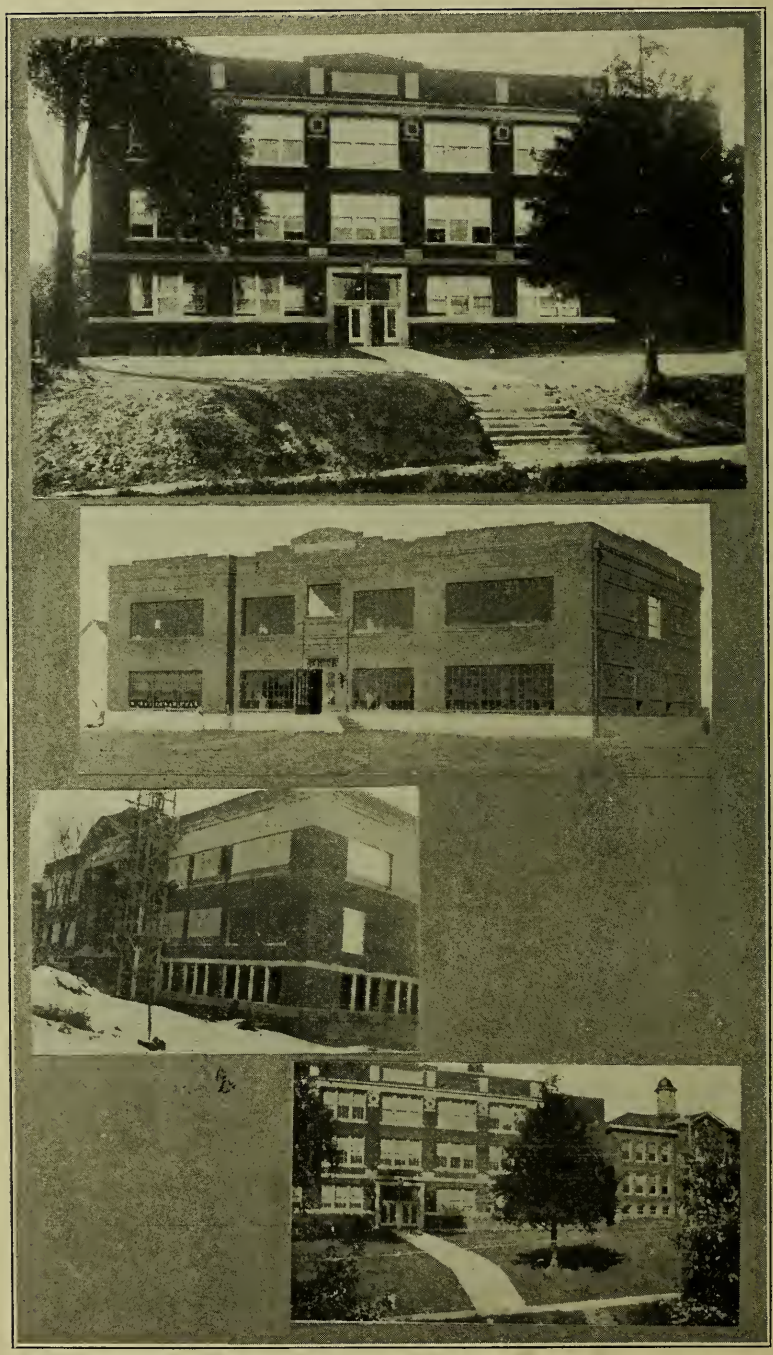
Beaver—Organized 1916; sections in district, 16; total enrollment, 115; high school enrollment, 26; cost of building, $60,000; motor busses, 3; children transported, 60.



Morning Sun—Sections in district, 37½; total enrollment, 411; high school enrollment, 110; horse busses, 7; motor busses, 7; children transported, 152; cost of building, $165,000.

Washington Township (Minburn)—Organized 1920; sections in district, 29; total enrollment, 149; high school enrollment, 22; rooms in building, 12; cost of building, $90,000. Open country consolidation. Children transported, 149; motor busses, 6.

Elvira—Organized 1918; sections in district, 34½; total enrollment, 140; rooms in building, 12; horse busses, 4; motor busses, 4; children transported, 127; cost of building, $80,000.



West Branch, Martensdale and Reinbeck, in the order named, with a second view of West Branch below.

West Branch

Organized	1918
Sections in district	22
Total enrollment	343
High school enrollment	114
Rooms in building	30
Horse busses	7
Motor busses	2
Children transported	120
Cost of building	$205,000

Martensdale

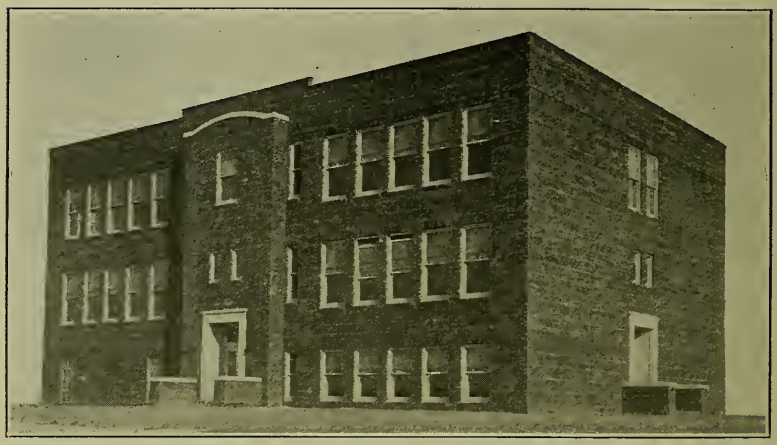
Organized	1919
Sections in district	16¼
Total enrollment	110
High school enrollment	37
Horse busses	2
Motor busses	2
Children transported	73
Cost of building	$55,000

The first Martensdale election was held on February 19, 1916. The proposition was lost by a vote of 51 to 54. The next election was held on February 10, 1917. It was again defeated by a vote of 55 to 64. It was voted on the third time on September 10, 1917, and carried by a vote of 64 to 53. The first board consisted of Valentine Miller, John Reising, G. E. Crow, J. S. Shafer and John F. Martens. Bonds to the amount of $35,000 were voted September 5, 1919, and an additional $20,000 was voted January 31, 1920. The building was completed and occupied January 2, 1921. A. N. Simpson was the first superintendent.

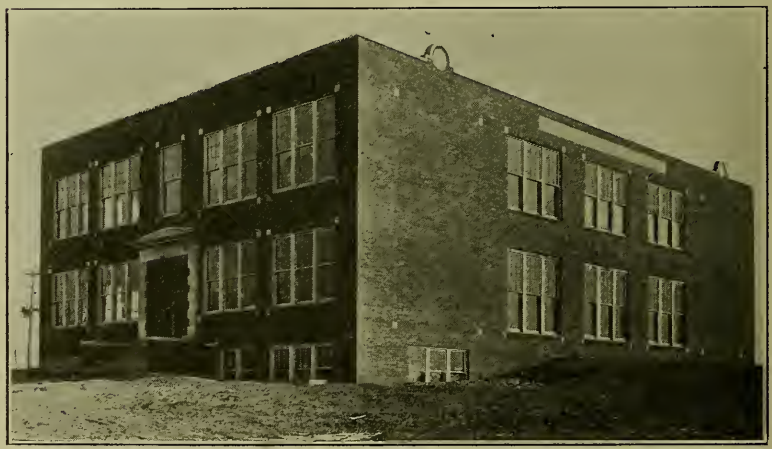
Reinbeck

Organized	1920
Sections in district	46
Cost of building	$120,000

Transportation of pupils will begin September, 1922.



Excelsior Township (Lake Park)—Organized 1920; sections in district, 36; total enrollment, 136; rooms in buiding, 26; horse busses, 5; motor busses, 3; children transported, 134; cost of building, $96,114.
Open country consolidation.

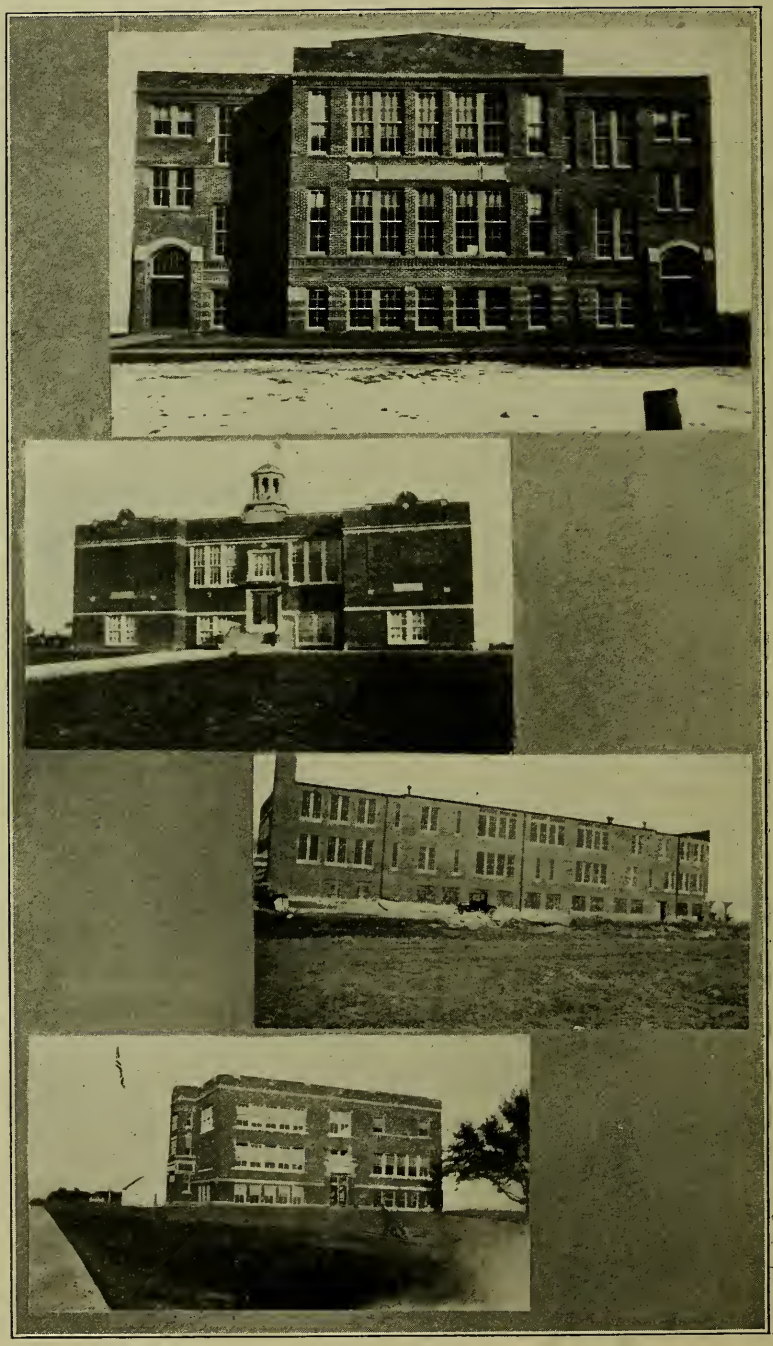


Morley—Organized 1919; sections in district, 20; total enrollment, 102; rooms in building, 16; horse busses, 0; motor busses, 5; children transported, 76.

Elkhart—Organized 1919; sections in district, 17; total enrollment, 181; high school enrollment, 36; rooms in building, 18; horse busses, 7; motor busses, 0; children transported, 140; cost of building, $65,000.

This school supports the following community activities: School garden, fair, winter lyceum course, basketball for the pupils and ladies of the community, athletic association for community, parent-teachers' association, Red Cross work, health clinics, declamatory work.

Ankeny—Organized 1919; total enrollment, 364; high school enrollment, 93; sections in district, 24; rooms in building, 18; horse busses, 6; motor busses, 1; children transported, 120; cost of building, $150,000.



Cotter, Wiota, Bayard, Liscomb in the order named.

Cotter

Organized	1920
Sections in district	2 1/2
Total enrollment	125
High school enrollment	9
Rooms in building	22
Horse busses	0
Motor busses	4
Children transported	111
Cost of building	$69,000
Cost of equipment	$5,000

Home talent plays are given during the winter under the supervision of the school management. With the proceeds of this work many necessary articles of equipment have been purchased. School and community co-operate in this. The building is strictly modern and all transportation is by motor with two short and four long routes.

Wiota

Organized	1919
Sections in district	28
Total enrollment	148
High school enrollment	30
Rooms in building	12
Horse busses	0
Motor busses	5
Chidren transported	82
Cost of building	$67,000
Cost of equipment	$25,000

Bayard

Organized	1919
Sections in district	32
Total enrollment	332
High school enrollment	84
Rooms in building	31
Horse busses	6
Motor busses	0
Children transported	140
Cost of building	$225,000

Liscomb

Organized	1920
Sections in district	18 3/4
Total enrollment	201
High school enrollment	50
Horse busses	6
Motor busses	2
Children transported	90
Cost of building	$50,000

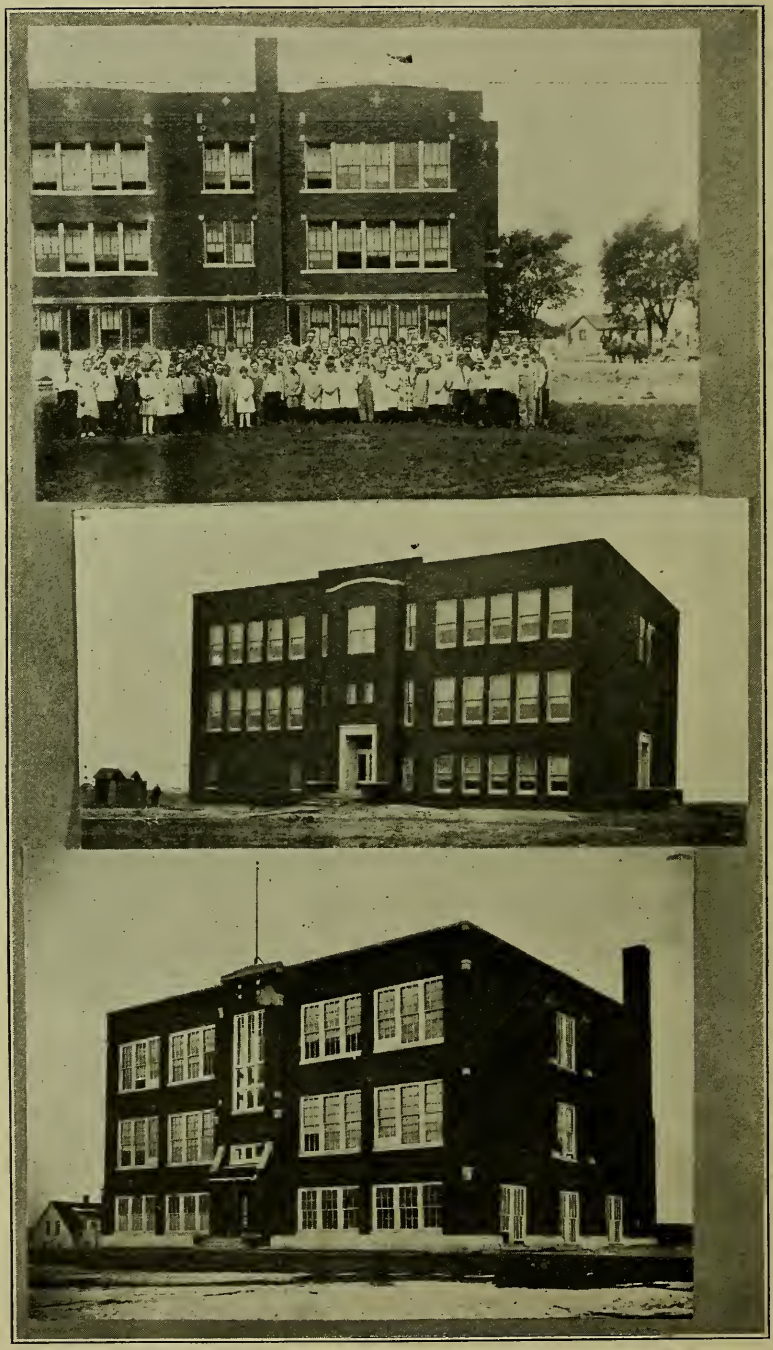
Pilot Mound—Organized 1918; sections in district, 22; total enrollment, 193; high school enrollment, 33; horse busses, 0; motor busses, 5; children transported, 110; cost of building, $70,000; number of teachers, 7.

Bartlett—Organized 1920; sections in district, 26; total enrollment, 179; high school enrollment. 32; horse busses, 7; motor busses, 0; children transported, 150; cost of building, $50,000.

Ainsworth—Organized 1919; sections in district, 24; total enrollment, 261; high school enrollment, 61; horse busses, 3; motor busses, 3; children transported, 150; cost of building, $100,000; teachers, 6 high school and 5 grade.

Orchestra of 18 pieces, two glee clubs, two literary societies in high school and two in the 7th and 8th grades.

Ollie—Organized 1920; sections in district, 22; total enrollment, 211; high school enrollment, 60; rooms in building, 11; horse busses, 5; motor busses, 0; children transported, 106; cost of building, $85,000.



Three Consolidated Schools at railway stations, Sperry, Sewal and Crystal Lake, in the order named.

Sperry

Organized	1920
Sections in district	25
Total enrollment	121
High school enrollment	35
Rooms in building	16
Horse busses	0
Motor busses	6
Children transported	102
Cost of building	$79,000

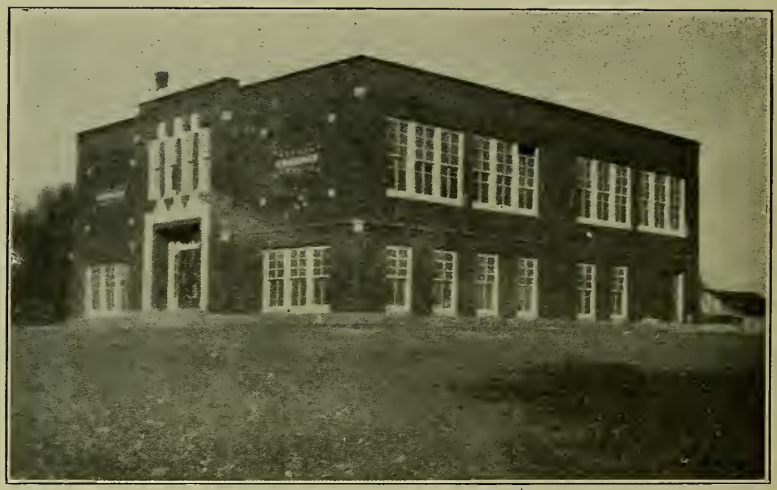
Sewal

Organized	1919
Sections in district	28
Total enrollment	117
High school enrollment	40
Rooms in building	18
Horse busses	7
Motor busses	0
Children transported	100
Cost of building	$85,000

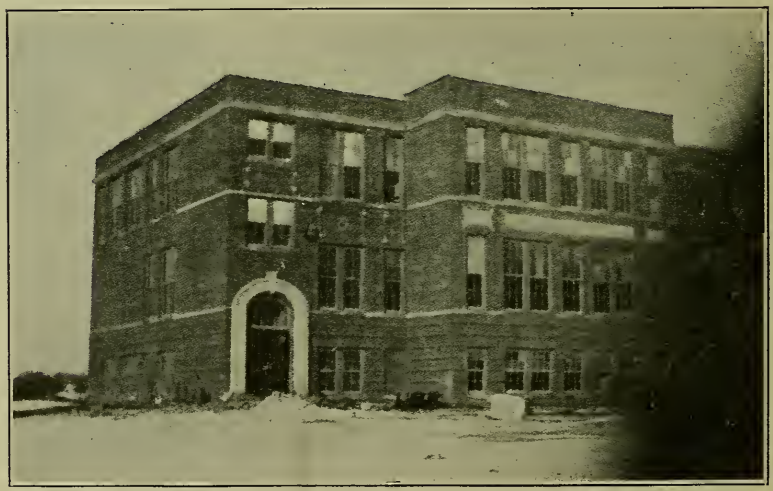
Crystal Lake

Organized	1920
Sections in district	24
Total enrollment	205
High school enrollment	41
Horse busses	6
Motor busses	0
Children transported	90
Cost of building	$88,500

These three schools are located at railway stations, which are the trading points for the country surrounding. Prior to consolidation, children attending high school from these districts were compelled to board away from home.

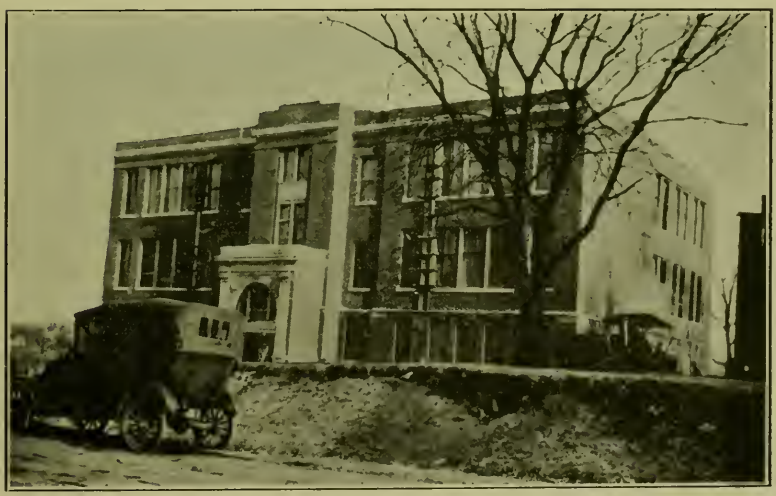


Emmett Township—Organized 1917; sections in district, 16; total enrollment, 66; high school enrollment, 12; horse busses, 2; motor busses, 0; children transported, 44; rooms in building, 8; cost of buiding, $35,000.
Open country consolidation.



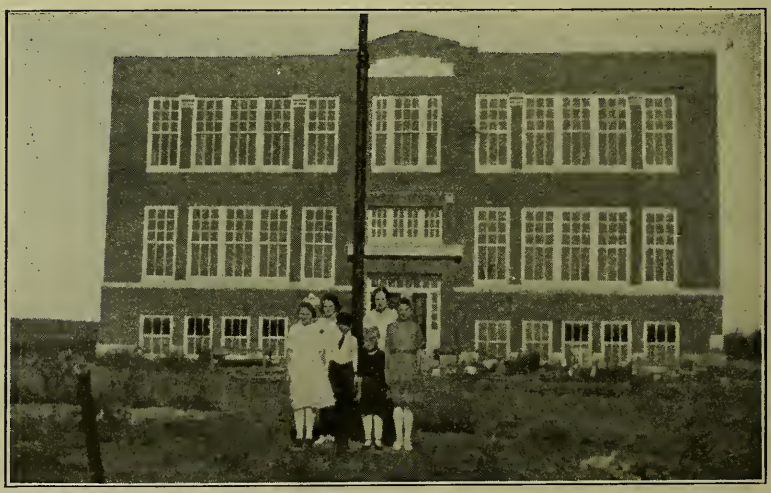
Whitten—Organized 1919; sections in district, 22; total enrollment, 152; high school enrollment, 29; horse busses, 3; motor busses, 2; children transported, 56; cost of building, $85,000.

Dana—Organized 1920; sections in district, 24½; total enrollment, 183; high school enrollment, 45; motor busses, 4; children transported, 105; cost of building, $75,000.



Nodaway—Organized 1920; sections in district, 24; total enrollment, 207; high school enrollment, 57; horse busses, 0; motor busses, 4; children transported, 108; cost of buiding, $74,000.

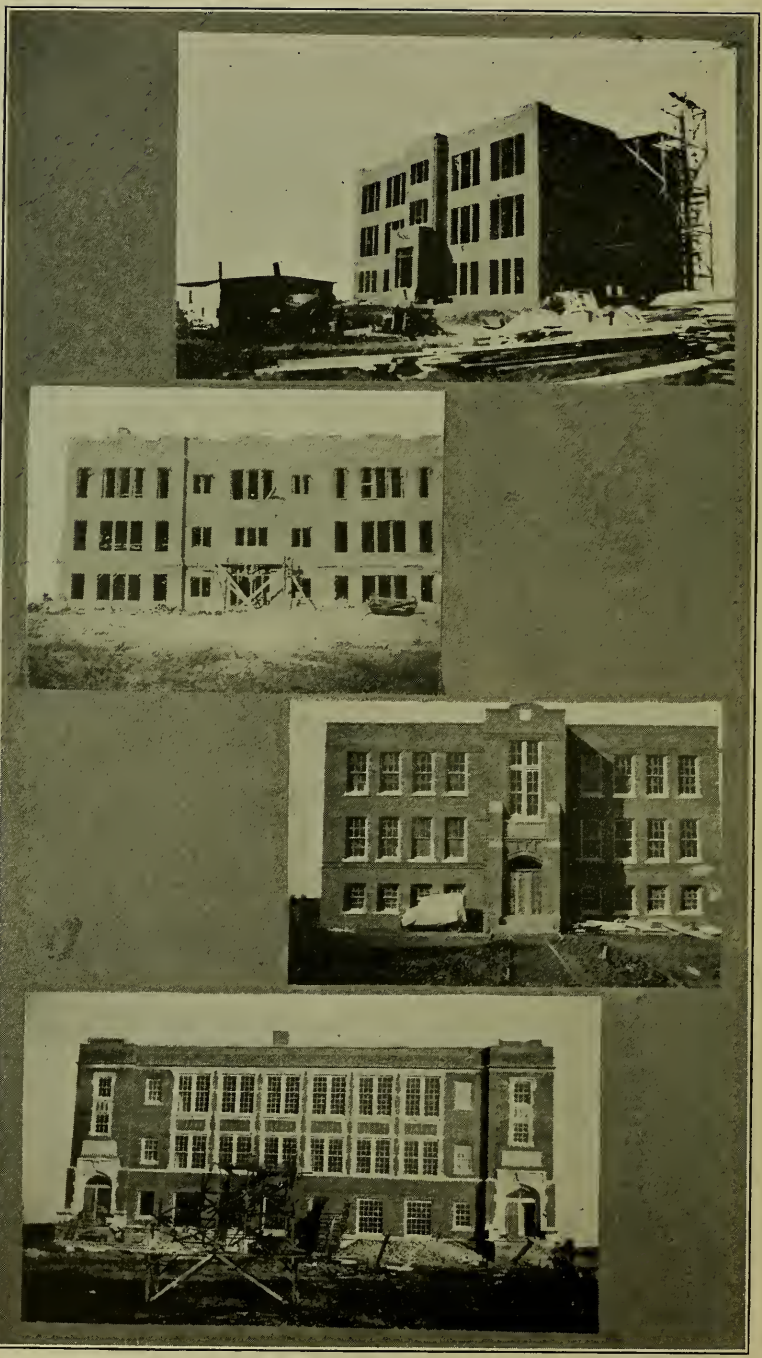
Nevinville—Organized 1920; sections in district, 16; total enrollment, 120; high school enrollment, 27; cost of building, $35,000; motor busses, 3; children transported, 60. Located in a country village not on the railroad.



Goose Lake—Organized 1920; sections in district, 22½; total enrollment, 100; high school enrollment, 10; rooms in building, 15; horse busses, 0; motor busses, 6; children transported, 70; cost of building, $57,000.

Olds—Organized 1918; sections in district, 22½; total enrollment, 203; high school enrollment, 73; horse busses, 8; motor busses, 0; cost of building, $100,000.

Washta—Organized 1919; sections in district, 24; total enrollment, 156; high school enrollment, 30; cost of building, $106,000; children transported, 80; motor busses, 4; rooms in building, 16.



Four buildings just being completed—Lake Center, Farrar, Thayer and Larrabee, in the order named.

Lake Township

Organized	1902
Sections in district	36
Total enrollment	112
High school enrollment	18
Rooms in buiding	14
Horse busses	8
Motor busses	0
Children transported	112
Cost of building	$100,000

Farrar

Organized	1920
Sections in district	32
Total enrollment	138
High school enrollment	24
Rooms in building	12
Horse busses	5
Motor busses	2
Children transported	125
Cost of building	$75,000

The last day of each school month is observed as Community Day. The patrons co-operate by visiting the schoos and inspecting the work.

The high school is publishing a Community paper which we think will be a great asset in our work, especially with the community.

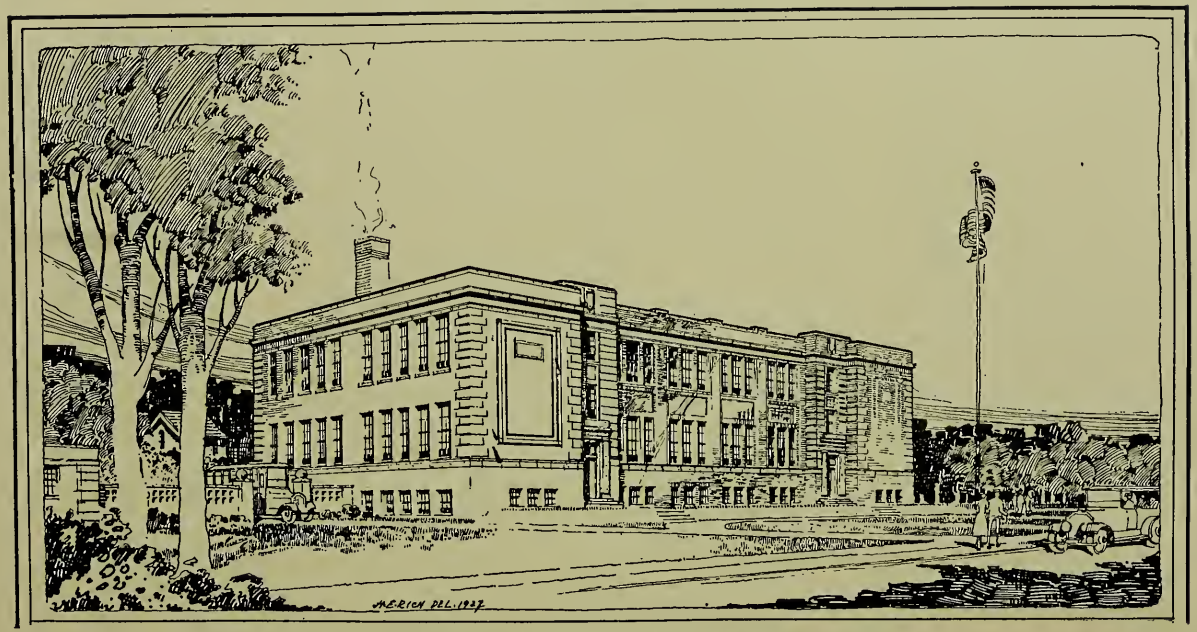
Thayer

Organized	1920
Sections in district	17
Total enrollment	167
High school enrollment	39
Cost of building	$48,850
Horse busses	6
Motor busses	0
Children transported	90

Larrabee

Organized	1920
Total enrollment	152
High school enrollment	37
Sections in district	36
Motor busses	6
Children transported	94
Cost of building	$25,000
Room in building	22

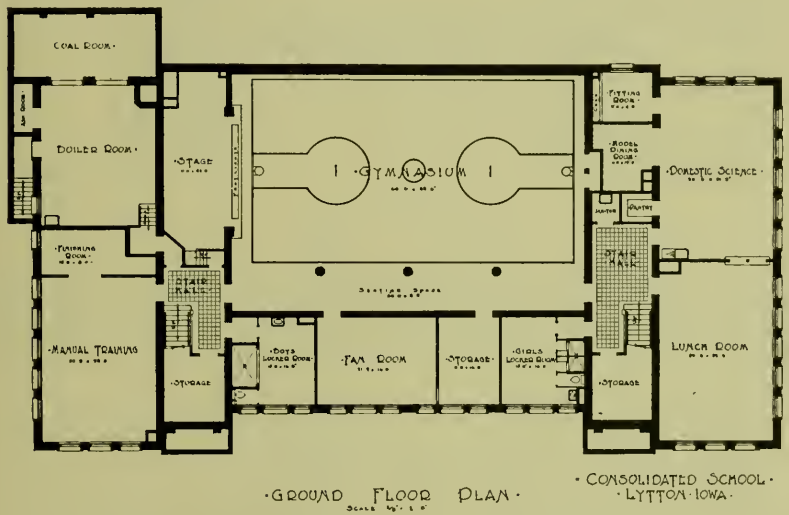
These buildings have all been finished and occupied since the data for this bulletin was collected.



Consolidated School at Lytton. Building in Construction.

Lytton

Many requests are received at the office of the State Superintendent of Public Instruction for plans for buildings to accommodate an enrollment of from 250 to 300. One of the finest buildings in the state for a school of this size is to be found at Lytton, and school boards desiring to study plans for buildings of like capacity will do well to give this type of building careful consideraton. It incorporates all of the recent ideas with regard to consolidated school architecture and is a 1921 model that will serve the community for 100 years.



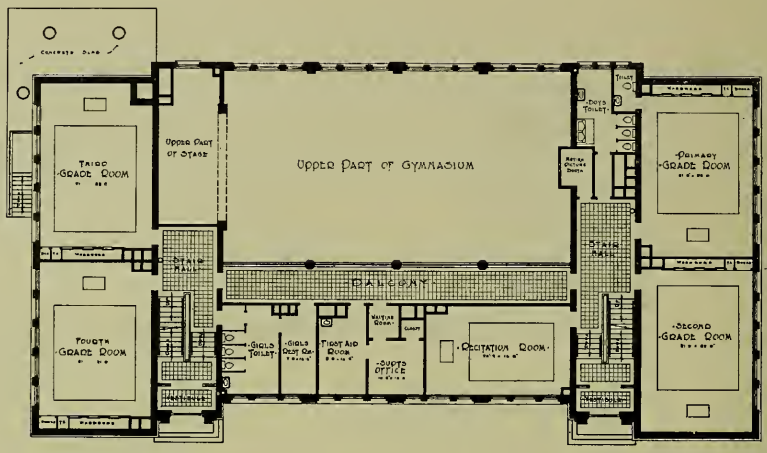
GROUND FLOOR PLAN

CONSOLIDATED SCHOOL
LYTTON IOWA

Upon entering the building through either of the two entrances, a short flight of steps leads down to the ground floor level. On this floor are located the gymnasium, which will also serve as the community room; the domestic science and lunch rooms; the manual training and draughting rooms; the boiler and fan rooms; and the several rooms needed to work in connection with those above mentioned, such as the girls' and boys' lockers and showers working in connection with the gymnasium, and the storage rooms working in connection with the manual training and gymnasium.

The gymnasium is provided with a stage and in this room will center all community activties for the educational and recreational service of all the people in the district. One of the chief advantages of a building of this type is that it will accommodate a large gathering of people on public occasions and it will be possible to comfortably seat in the gymnasum and balcony of same some seven hundred spectators. The community that fails to provide wholesome social and recreational opportunities for the young people may become responsible for many of these young people going astray morally or becoming dissatisfied with the monotony of rural life. Even cities are using the auditoriums in the school houses almost exclusively for those occasions in which the public has a common interest. Meetings for civic improvement and betterment, community, song services, movies of the right type, parent-teacher associations, farm educational and improvement clubs, school entertainments, school games and sports, revivals of the old

lyceum or debating societies, lectures, and picnic dinners may find a community meeting place in the auditorium or the gymnasium in this consolidated school building.

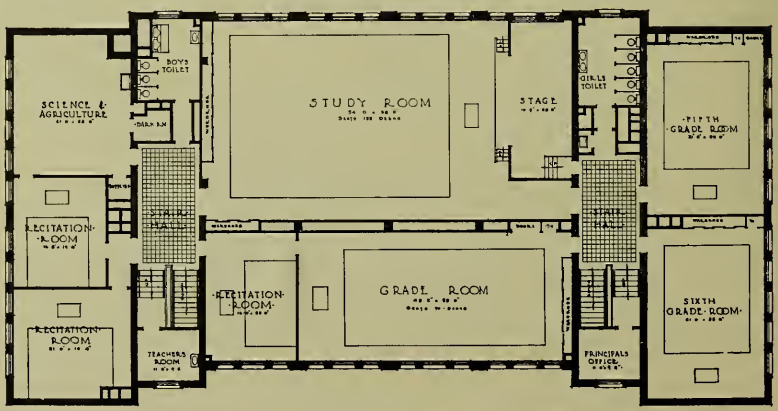


FIRST FLOOR PLAN · CONSOLIDATED SCHOOL · · LYTTON · IOWA ·

The lunch room on this floor is located next to the domestic science room and is thus located to facilitate the serving of such hot food as may be desirable for noon-time lunches of the students. The domestic science department would also be used for preparation of such meals or portions of meals as it might be desirable to serve in connection with community meetings.

The fan room, where fresh air is introduced into the building, is also located on this floor and the fan is of sufficient size to furnish all necessary fresh air to the students in each room as well as to the gymnasium. Re-circulation of air is provided for so that the heat generated in the fan room can be thrown into any portion of the building.

The first floor plan provides for pupils in the lower four grades of the school and also has, opening off the balcony to the gymnasium, two reci-



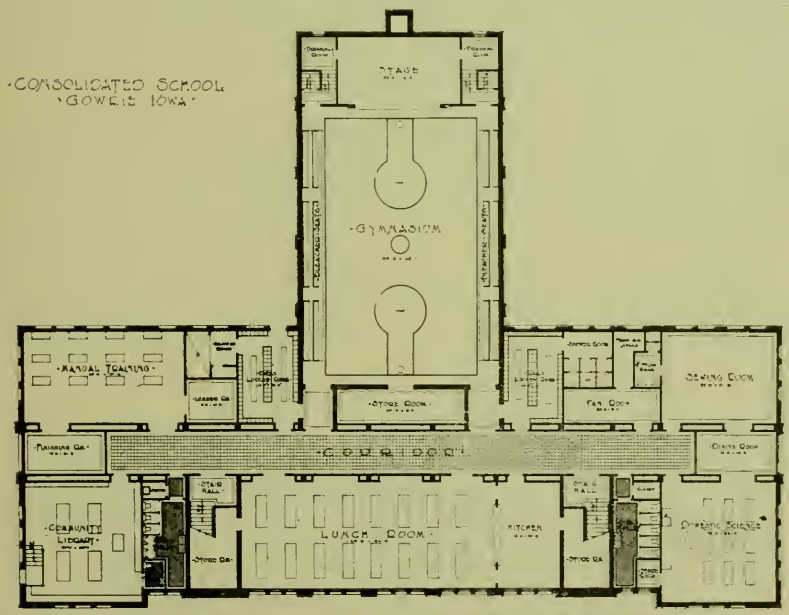
SECOND · FLOOR PLAN · CONSOLIDATED SCHOOL · · LYTTON · IOWA ·

tation and one sewing rooms. Wardrobes are provided in each grade room and the rooms are ventilated through these wardrobes, thus drying out damp clothing hung in same.

It will be noticed that toilets for each sex occur on each floor, thus eliminating excessive stair climbing.

On this floor is located the motion picture booth which is of ample size to take care of a standard machine.

On the second floor is shown the high school assembly room with library and stage in connection therewith, together with two recitation rooms, and the science and agriculture room. The fifth, sixth and seventh and eighth grades are also provided for on this plan together with superintendent's and teachers' rooms.



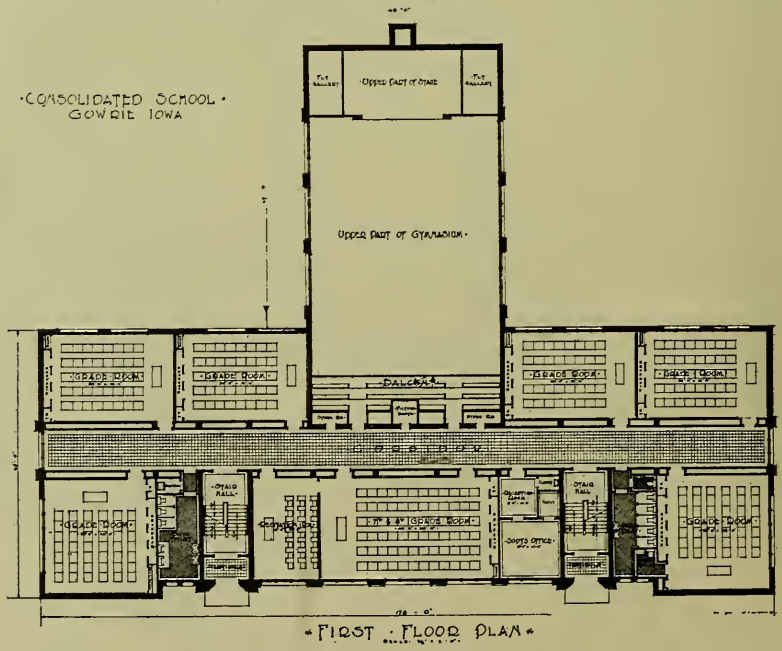
GROUND FLOOR PLAN

Gowrie

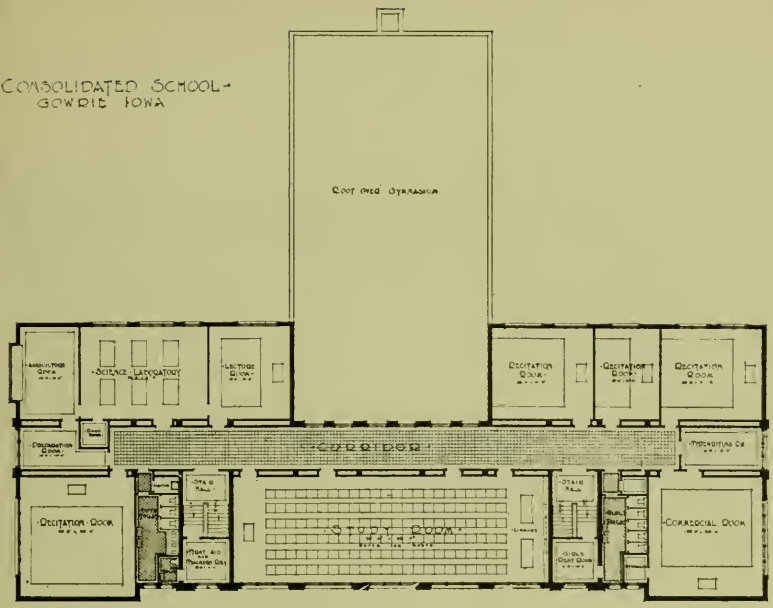
The district which this school will serve consists of the town of Gowrie, with a population of nine hundred, and thirty-two square miles of surrounding territory. The present enrollment in the school is about 340 and the building is planned to accommodate 475 students.

The site selected by the board permits the leaving of the building entirely out of the ground with the exception of the front wall of the building and the boiler room.

The ground floor plan of the building shows the accommodations for the gymnasium, which will also be used as a community room; the lunch room with adjacent kitchen; domestic science suite of rooms, consisting of sewing, cooking and dining rooms; the community library, and the manual training department. This plan also takes care of the boys' and girls' locker rooms with shower rooms adjacent. The gymnasium and community room is so planned that during basketball games some three hundred spectators can be accommodated and during large community meetings eight hundred people may be taken care of. The stage to the rear end of this room is ample in size to accommodate any attraction that it may be desired to show and is of such a height that scenery may be lifted vertically and not rolled. This section of the building extends up two stories, giving ample ceiling height and also space for a balcony. The lunch room and kitchen are placed adjacent to the gymnasium in order that meals may be served during community meetings.



The first floor plan of the building show the accommodations for students in the first to eighth grades, inclusive; the seventh and eighth grades working on the departmental plan of teaching, a recitation room being used in connection with this room. This plan also takes care of the superintendent's office, reception room and vault.



SECOND FLOOR PLAN

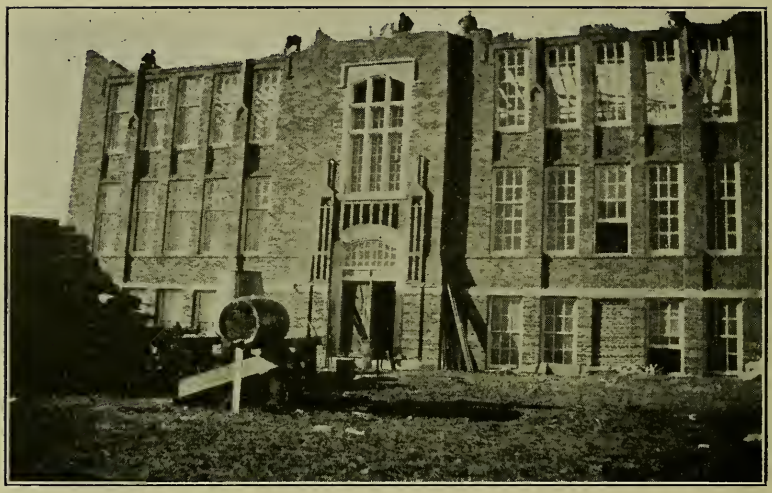
The second floor of the building takes care of the quarters for the high school students and provides space for study room, commercial, agriculture, science, laboratory and five recitation rooms. Quarters have also been provided for girls' rest room and a first aid and teachers' room.

On each floor of the building are provided boys' and girls' toilet, separate toilets being given to the community library room, the primary room and first aid room.

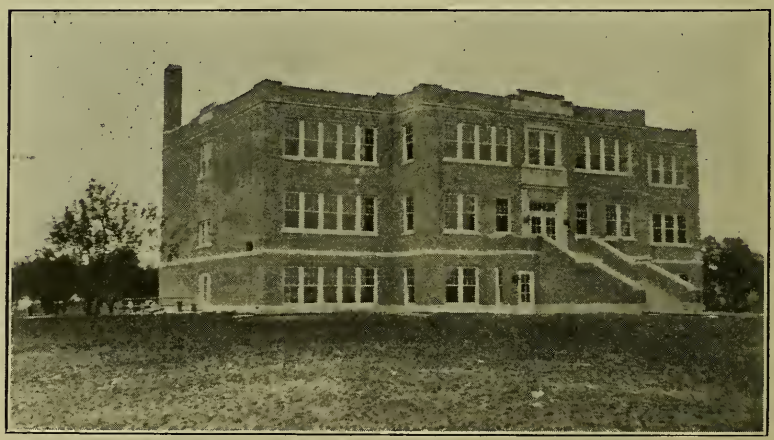
The building will be fire-proof throughout and owing to the location of the stairways, it will be unnecessary to equip this building with fire escapes.

The building will be finished with red oak trim and terrazzo and hard maple floors.

The architects estimate the cost of this structure at $127,000.



Waterville—Organized 1920; sections in district, 32; rooms in building, 12; cst of building, $60,000. Children will be transported for the first time September, 1922.



Packwood—Organized 1920; sections in district, 28; total enrollment, 217; high school enrollment, 53; rooms in building, 14; horse busses, 4; motor busses, 0; children transported, 109; cost of building, $100,000.

Coburg

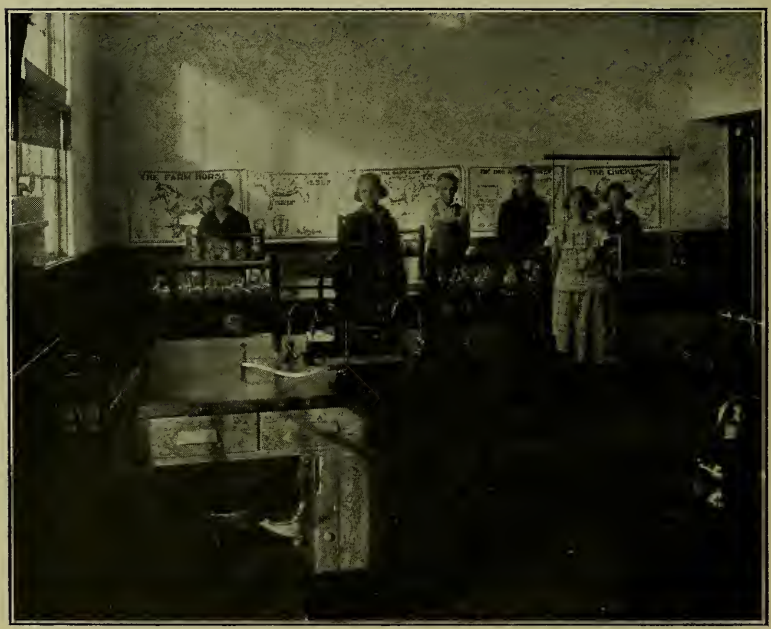
Organized	1919
Sections in district	30
Total enrollment	127
High school enrollment	22
Children transported	100
Cost of building	$90,000
Motor busses	5

The people of this district have organized a parent-teachers' association, with regular meetings every two weeks. They also support a Sunday school. They will have community activities practically every week with one or more meetings of some kind, such as socials of different kinds, celebrate all holidays, have corn huskings, community plays, of different kinds, corn shows and local fairs and exhibits, lecture courses, basketball games between classes and rooms as well as inter-school games, etc.

There is a rest room equipped with a couch, table and three chairs, rug on the floor and windows curtained, looking glass and pictures on the wall. In all there are 16 rooms in the building. No high school in the state has a better equipped building than Coburg.

Coburg's Transportation Equipment

Coburg Domestic Science Room



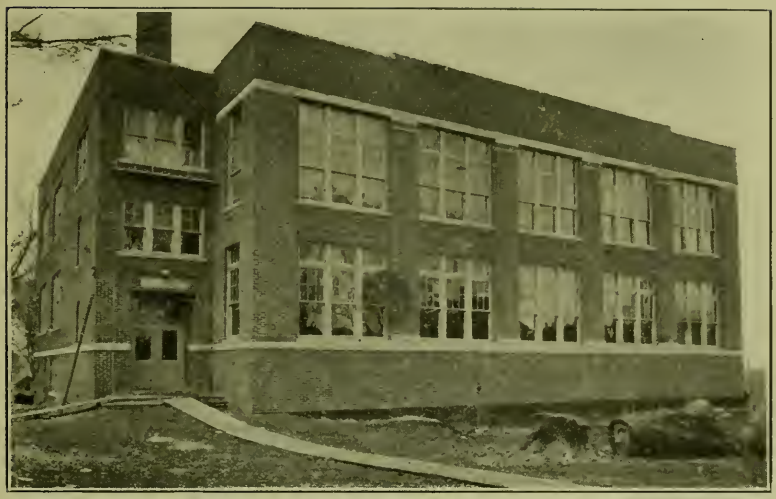
Coburg Class in Agriculture

Coburg Kindergarten

Coburg Sewing Room

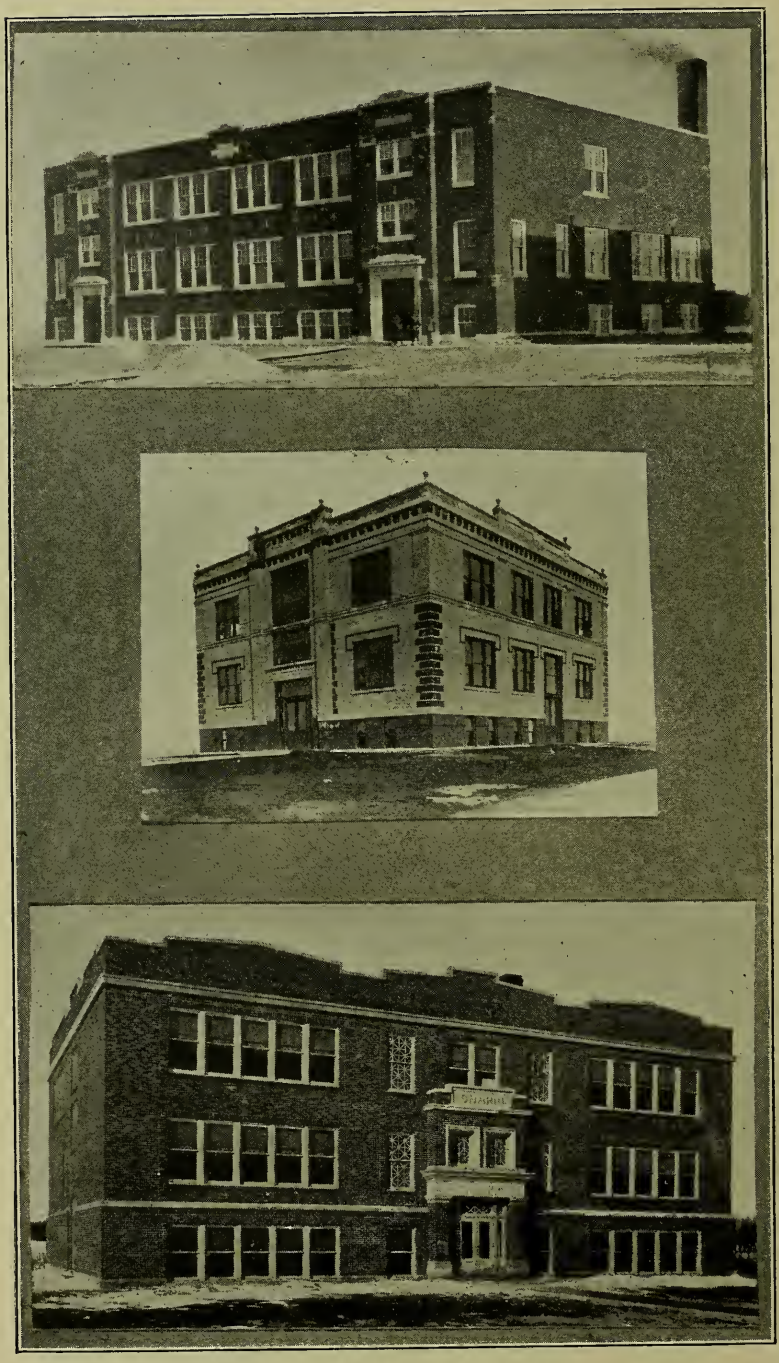
Coburg Gymnasium

Coburg Manual Training Room



Stanwood—Size of district, 36 sections; enrollment, 335; high school enrollment, 120; rooms, 22; busses, 13; children transported, 165; cost of building, $125,000.00.

Dayton—Organized 1919; sections in district, 35; total enrollment, 332; high school enrollment, 90; rooms in building, 14; horse busses, 6; motor busses, 2; cost of building, $125,000.00.



Collins high school, Collins grade building and Chapin consolidated school in the order named.

Collins

Organized	1920
Sections in district	34½
Total enrollment	283
High school enrollment	61
Rooms in building	20
Horse busses	5
Motor busses	5
Cost of building	$125,000

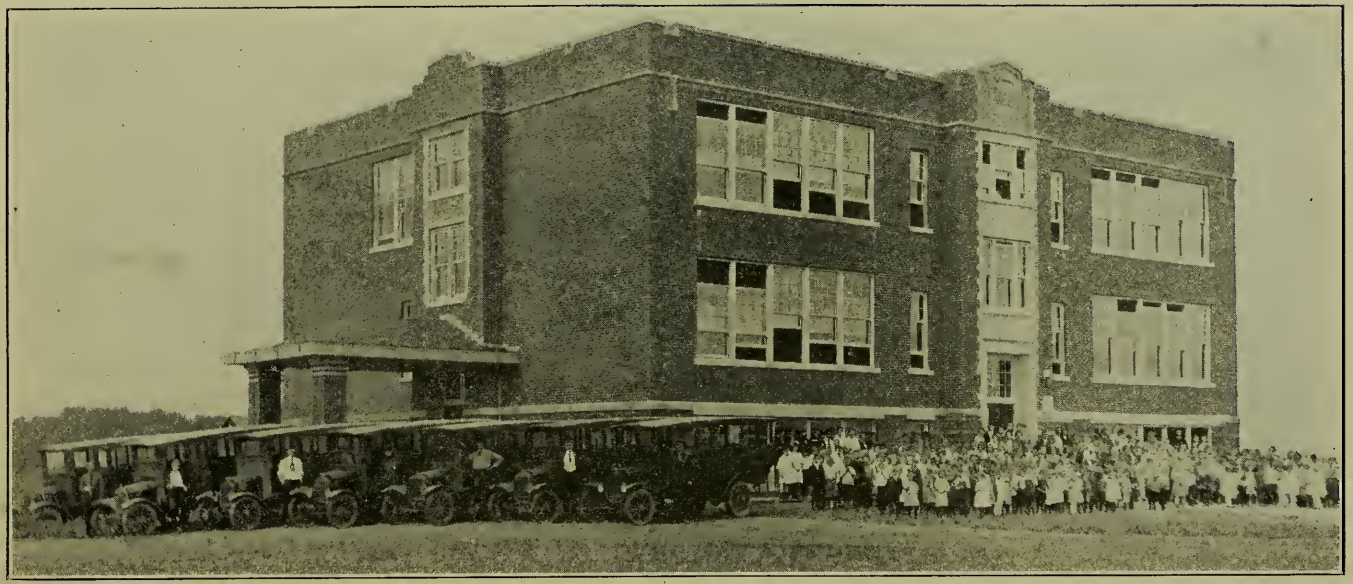
The new Collins school building was built at a cost of $125,000.00 and has as its distinguished features an immense auditorium and one of the finest high school gymnasiums in the state. It is one of the town consolidated schools, where there seems to be unusual enthusiasm for the school.

The old town school building is a building in pretty good repair and is used to house the children of the lower grades. The two buildings are only a short distance apart so that it is not necessary for the busses to go to two buildings.

In general, two buildings are not adapted to use from the standpoint of organization for a consolidated school and wherever two buildings are used they should be located on the same school site as great difficulty is encountered in unloading children at two different locations. Collins was very fortunate in being able to put the school buildings close together.

Chapin

Organized	1915
Sections in district	17 3-16
Total enrollment	111
High school enrollment	28
Horse busses	4
Motor busses	0
Children transported	69
Cost of building	$65,000



Calamus—Organized 1919; sections in district, 37; total enrollment, 294; high school enrollment, 58; rooms in building, 14; horse busses, 0; motor busses, 7; children transported, 160; cost of building, $100,000.

Note the splendid equipment for transporting the children.

HOME-MADE PLAYGROUND APPARATUS

Superintendent R. W. Wagner, Webb, Ia.

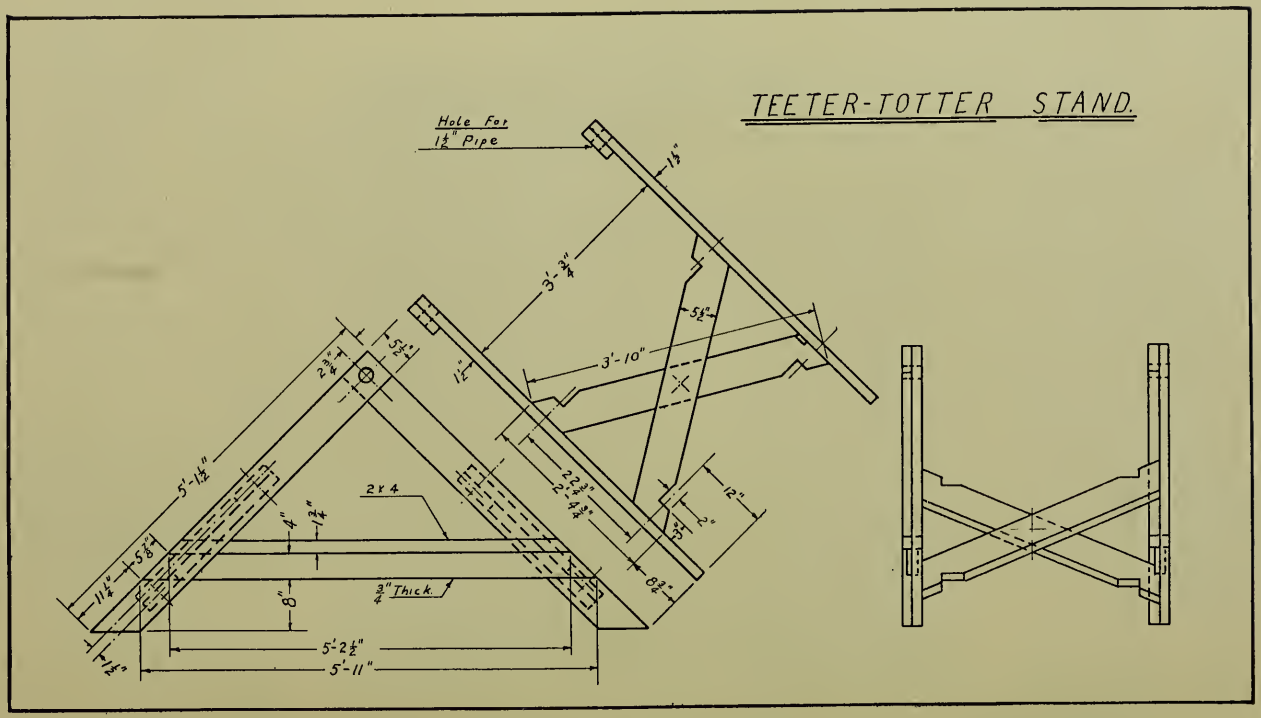
Home-made playground apparatus had been accepted as the right idea, and the manual training classes had made swings and teeter-totters. "What next?" Slides seemed to be the logical answer. A fruitless search was made for drawings or blue-prints. There was nothing left to do but to make designs. This was done. During the weeks of construction, that haunting question persisted: "Will they work when they are

Figure 2. The Slides.

finished?" But since they have been erected and tried out, and have "worked," the project is described for the benefit of other believers in the home-made playground apparatus idea.

About the first problem to be solved was the selection of suitable material for the bottom of the slides. Wood was not considered on account of the trouble which was feared in getting suitable stock. Metal was decided on and finally galvanized iron was the one metal selected. It was easily obtained and was not too expensive. It is making good in actual use. tual use.

The mounting of the slides was partly provided for to begin with. The uprights of a large pair of swings (shown in



Details of Teeter-Totter Stand.

Details of the Slides

Figure 1), served as a beginning of the supporting structure. The general plan was to have two platforms, a high one and a lower one, the high one connected with a single long slide, and the low one connected with two short slides, or with one slide and a pair of parallel sliding rods. To date, only one of the shorter units has been installed.

On one side the platforms were supported by the two swing uprights as shown in Figure 2. On the opposite side they were supported by four 4x4 posts. These posts were bolted to the platforms, their lower ends resting upon cement slabs buried in the ground. The two middle posts attached to both upper and lower platforms; the two outside ones to the lower platform only. These posts extended above the platforms sufficiently to serve as supports for hand railing.

The high platform is reached by a ladder to one side of the platforms as shown in Figure 1. The ladder leading to the lower platform meets it at the middle. In this way the traffic toward the two ladders, in no way interferes. The long slide is directly above the ladder leading to the lower platform.

Swing Carriage

The slides proper were constructed as shown in the drawing. The curved sections of the sides were first cut out. The first piece cut for each side, served as a pattern for the other curved sections resulting in a saving of lumber. The parts composing each side were then screwed together, the screws being inserted from both sides and staggered. One side piece, assembled, was laid on the floor and the other side held in place above it, while the cross pieces "a" were located and nailed in place. The assembly thus formed was then turned over and the remaining side piece, assembled, was nailed in place. The bottom strips "b" were then screwed in place. The galvanized iron was laid on over these and secured in place by the strips "c."

It is necessary that the iron be secured by nails extending through "c" into the bottom boards.

In the large slide the bottom boards were of three-fourth-inch stock. In the small slide these were of five-eighths-inch ceiling. The latter material is to be recommended as superior to the three-fourth-inch stock.

The angle irons shown at "d" were made in the local blacksmith shop from wagon box iron.

The galvanized iron was obtained in standard 8-inch lengths; four being used for the large slide, and two for the small one. The end of each piece overlapped the piece below

it like shingles on a roof. The ends were left without any fastening.

The slides are attached to their platforms by pieces of flat iron five-sixteenths by one and one-half inches bent to the proper angle, screwed up against the sides of the slides, and down upon the top of the platforms. The long slide is supported by two 2x4 braces shown in Figure 3 at "a." These braces are bolted at their lower ends and attached at their upper ends by means of hinges as shown in Figure 3 above "a." The smaller ladder fits inside these two braces, the two units thus rendering a mutual support. The three 4x6 posts shown in Figure 2 "a" support the lower end of the large slide. They stand in cement and extend 3 inches below the surface. At the top of each post is a 2x6 cross piece supporting the sides of the slide and attached to them by strap iron. The small slide has

Figure 4. Construction of Slides.

but two short braces as shown in Figures 2 and 3. Its lower end rests on a piece of 4x6. See Figure 1.

The drawing gives the slope of the slide as installed. By tilting the slide, builders may increase or decrease the slope to give greater or less speed as desired. Careful observation of the slide in use, leads the writer to recommend the indicated slope as about ideal.

A word should be said in regard to the teeters mentioned in the first paragraph. The posts at "a" Figure 5, stand as monuments to the failure of our first attempt. One fact that makes this failure more significant, is that prepared blue prints were used and carefully followed. Is it possible that some blue prints are made and placed on the market without being tried out?

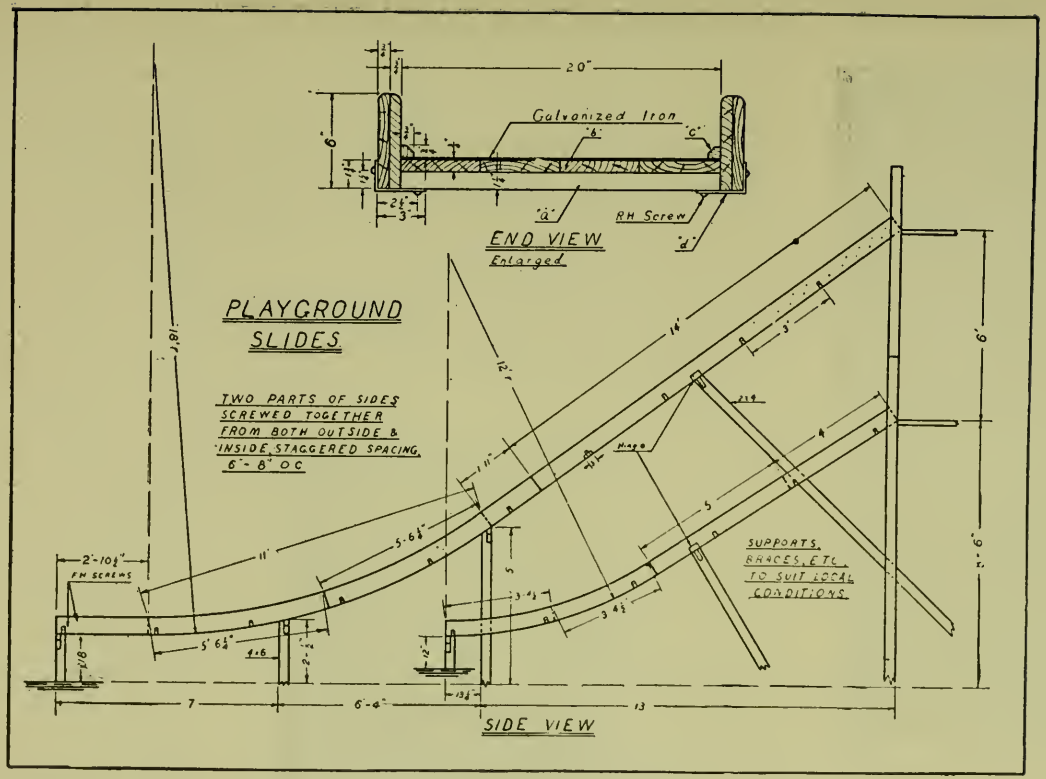
The first time the teeters were overloaded (and they always are) they collapsed. As a result the supports shown in the figure were designed. They are not beautiful but they have defied many an overload and are giving good service.

Fig. 1. General View of the Apparatus.

Two large swings have been mentioned in previous paragraphs. They may be seen in figures one and two. Actual trial showed that these swings were too high (22 inches) to be practical. Too much time and energy were required to "pump up." As a result it was decided that some remodeling must be done that would cause these swings to pay dividends. Figure 6 shows how the problem was solved. A carriage was built similar to that of a lawn swing. This was suspended by the four ropes of the two large swings. A change had to be made, of course, in the method of attaching the ropes at the top. Two of the ropes are taken from their own rings and spliced into the two rings containing the remaining two ropes.

The method of propelling the swing is rather unusual and its evolution very interesting. It was originally intended that the swing would be propelled by the pulling of the ropes shown at "a" Figure 6. This method proved unsatisfactory on account of the height of the swing. So it was for the inventive genius of youth to devise a successful method of propulsion. Very soon after installing the boys began standing on the backs of the seats and "pumping" in order to get up the desired speed. Consequently the strips "a" Figure 6 were added for foot rests. Two boys stand on these and "pump" while the two passengers pull on the ropes. These are attached to a 2x4 cross piece shown at "b" Figure 6.

Our experience with this playground apparatus leads us to say that one important consideration in building swings is the bearings. At first eyebolts and hooks were used, made from mild steel from the blacksmith shop. One day two boys



Details of Playground Slides.

Fig 5. The Teeter-Totters.

were "pumping up" in one of the small swings shown in Figure 1. Suddenly something gave way and a spill resulted. Upon examination it was found one hook had been cut through and had let the swing down. Other hooks were found just ready to give way. They were all taken down and an interview with the blacksmith resulted.

Fig. 6. The Swing Carriage.

As a result, all swings constructed since, have had for a bearing a ring and eyebolt. These parts are case hardened. After being put in place plenty of grease is used. Success has rewarded our efforts and even the ring and eyebolt shown at "c" Figure 6 is standing up well under the enrmous strain it is frequently called upon to carry. So if steel of ample size is used; if a ring is used instead of a hook; ;if all wearing parts are case hardened; and if plenty of lubrication is used; we feel that good swing bearings can be obtained without the use of expensive roller bearings.

NOTE—Appreciation is expressed to Industrial Arts Magazine, Milwaukee, Wisconsin.

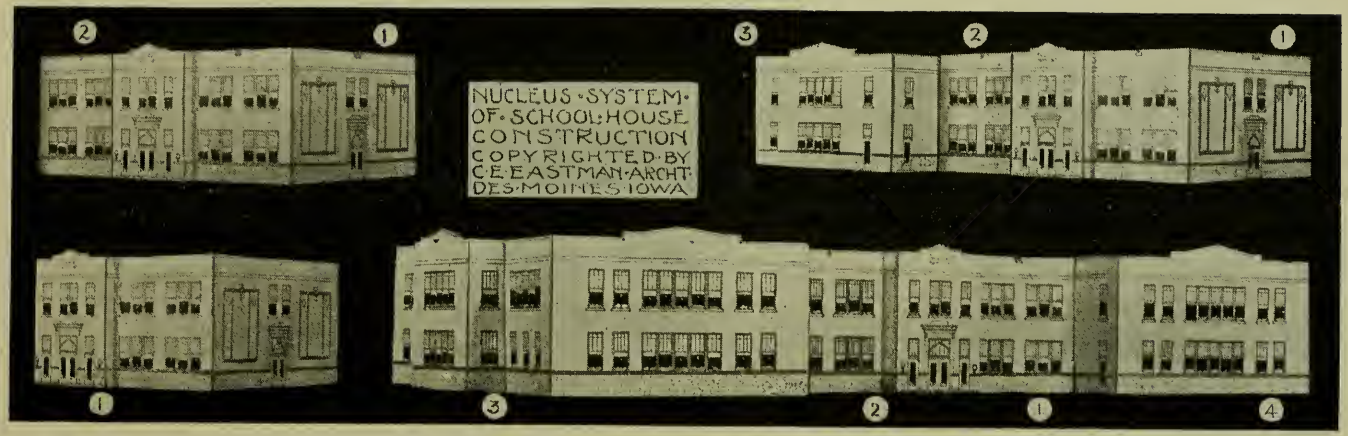
PROVIDING EQUIPMENT AND ITS CARE

Providing of equipment is necessarily somewhat expensive, and some schools are therefore limited in amount that may be provided in a given year. In such cases the most important articles should first be procured and other articles purchased the following year. In this way the expense can be equalized. Because equipment is expensive, care should be taken that it be used as intended and properly protected from injury when not in use. The following are a few suggestions in procuring various kinds of equipment:

1. Deal only with reliable firms.
2. Secure only standard articles.
3. Order early enough to avoid delay in receiving articles.
4. Always check carefully and promptly all articles received, and at once notify firm of shortages or errors in shipment.
5. In purchase of tools, etc., the "make" should be considered.
6. In purchase of maps, charts and books, authorship is important; accuracy should be considered, as well as date of publication.
7. Maps and charts are better if hand-mounted on double muslin.
8. Maps should be of suitable size for use in the ordinary classroom and should be such that they may easily be moved from room to room.
9. Textbooks in use should be occasionally changed, a few at a time, for more modern, up-to-date texts.
10. In purchase of dictionary, atlas or encyclopedia, authorship, size of volumes, type, number of volumes, binding and general construction should be considered.
11. In purchase of equipment in large quantities a saving may sometimes be made by getting quotations from several firms.

In proper care of all kinds of equipment the following suggestions are in place:

1. In each room or department a careful inventory should be taken both at beginning and at close of school year.
2. Proper racks, shelves or cases for storing articles when not in use (books and science equipment should be in dry room and in dustproof case).
3. Cases should be properly stored and locked in vacation time.
4. The teacher should have definite responsibility over use of equipment in her room or department, and should be held responsible for unnecessary loss or breakage.
5. Each pupil should be made to feel individual responsibility in handling equipment, and may even be asked to replace articles carelessly broken or lost by him.
6. All articles should be kept clean and in good order. Tools should be kept sharp.
7. Each teacher should have a list of articles to be used by her room or department and know where to find such easily.
8. The superintendent should have general oversight of all equipment and should supervise its care and use.
9. The superintendent should ask a report once or twice per year from each teacher in regard to use and care of equipment.
10. The board of education may well require an annual report from the superintendent in the same way at the close of the school year.



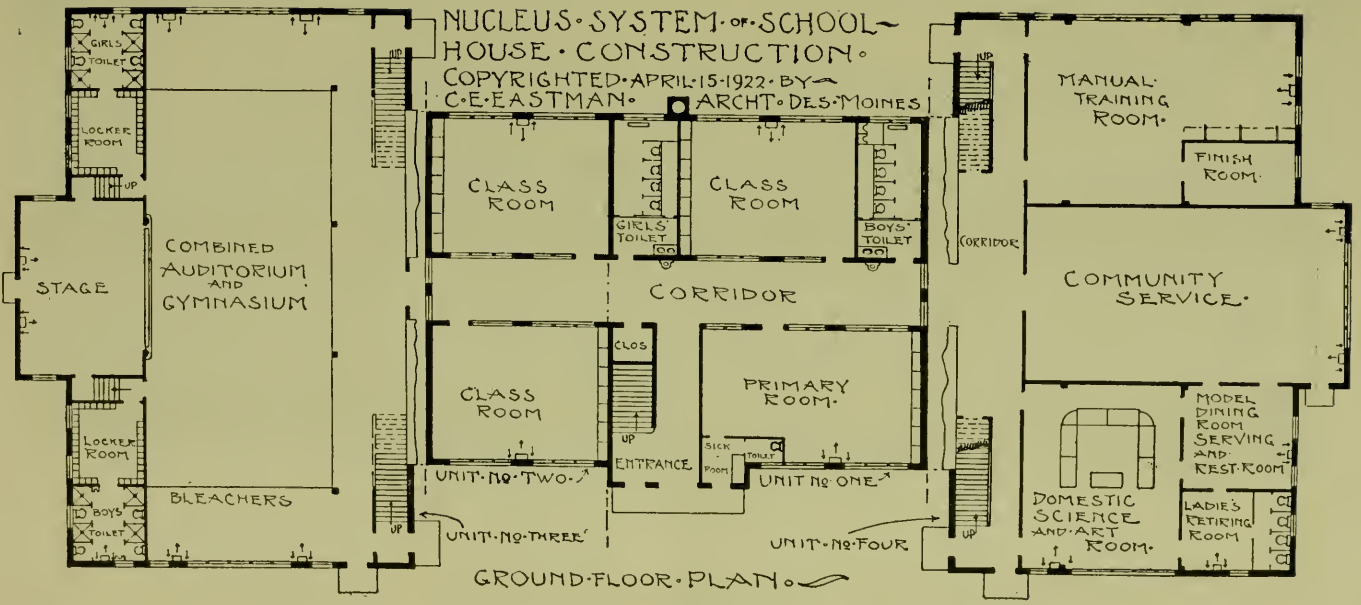
—Courtesy Mr. Eastman.

The Unit System of Construction

Referring to the cuts herewith Unit No. 1 has four rooms provided for 160 pupils at an approximate cost of $20,000.00. The addition of Unit No. will house 160 more at an approximate additional cost of $14,000.00. By the addition of Unit No. 3 a combination Auditorium and Gymnasium is provided which by using the bleacher space at one end for manual training and at the other end for domestic science, and using the upper story of Units No. 1 and 2 for high school purposes, a consolidated school is secured which will meet the requirements of most districts at a cost of close to $64,000.00—with fireproof corridors and stairs.

By adding Unit No. 4 a large community center is secured with large manual training room and large domestic science and art room, also junior and senior high school facilities in the most complete manner at a total cost of about $100,000.00. No changes are necessary except cutting out windows in ends of Corridors of Units 1 and 2.

An entire fire-proof structure would cost some 20 per cent more than the figures given above.


NUCLEUS · SYSTEM · OF · SCHOOL ~
HOUSE · CONSTRUCTION ·
COPYRIGHTED · APRIL · 15 · 1922 · BY ~
C · E · EASTMAN · ARCHT · DES · MOINES
GIRLS TOILET
LOCKER ROOM
UP
STAGE
COMBINED AUDITORIUM AND GYMNASIUM
LOCKER ROOM
BOYS TOILET
BLEACHERS
CLASS ROOM
GIRLS TOILET
CLASS ROOM
BOYS TOILET
CORRIDOR
CLASS ROOM
CLOS
UP
ENTRANCE
PRIMARY ROOM
SICK ROOM
TOILET
UNIT · NO · TWO ·
UNIT · NO · THREE ·
UNIT · NO · ONE
UNIT · NO · FOUR
MANUAL TRAINING ROOM
FINISH ROOM
CORRIDOR
COMMUNITY SERVICE ·
MODEL DINING ROOM SERVING AND REST ROOM
DOMESTIC SCIENCE AND ART ROOM ·
LADIES RETIRING ROOM
GROUND · FLOOR · PLAN ·

Shelby—Organized 1919; sections in district, 41; total enrollment, 345; high school enrollment, 91; horse busses, 0; motor busses, 9; children transported, 190; cost of building, $200,000.

SUMMARY OF ANNUAL REPORTS

Pages 92 and 95 of this bulletin give the tabulated annual report of the consolidated schools of the state of Iowa receiving state aid. Pages 96 and 97 give a list of the schools not receiving state aid. These tables show that there was a total enrollment in the consolidated schools receiving state aid of 51,439 and those not receiving state aid of 21,187, making a grand total enrolled of 72,626. In the high school there was enrolled in all schools 72,626. The total cost of transportation was $1,708,654.31, transporting a total of 35,611 pupils at an average cost per pupil per year of $51.77. The number of horse busses in use for transporting these children was 1,781 and the number of motor busses was 574.

Transportation cost runs very high in some schools with horses and in others very high with motors. In the case of one school represented in this list when a member of the school board was interviewed, he replied that he knew it was high, but unless the men were employed who were ivgen the contract that thse same men would make trouble for the school board.

There has been considerable discussion of the subject of motor vehicles and the ownership of same. A few schools in the state are employing men who own the motor busses and are paying them a very extravagant wage but the large number of schools have purchased their own vehicles and the extra cost has always proven its worth inasmuch as the employment of drivers who own their busses leaves the school at the mercy of the driver.

An interesting item in this report is the tax in mills to support the consolidated schools. High taxes have been quite commonly charged to consolidated schools but an investigation frequently shows that a big item in the local taxes is often made by other expenses than the school. It is quite common to hear expressions of approval of the schools even though the cost is high. In fact investigation has nearly always shown that people who were opposed to the school were in the minority. The average cost in mills for the state of Iowa was 50.9.

School.	Total Enrollment.	High School Enrollment.	Mills Levied	Pupils Transported.	Total Cost Transportation.	Average Cost Transportation Per Year	Number of Horse Busses.	Number of Motor Busses.
Ainsworth	260	61	39		$ 5,191.00		3	3
Alburnett	130	36	43.6	80	3,465.00	$43.30	4	
Alexander	230	26	52.1	131	4,950.00	37.70		10
Alleman	160	35	33	123	6,888.00	56.00	6	1
Alpha	128	28	41.6	83	2,632.50	31.71	3	1
Alta	98	18	58	200	15,000.00	75.00	2	10
Ankeny	364	97		120	7,740.00	64.50	6	4
Aplington	250	52	56	88	5,197.50	59.06	9	
Archer	150	32		74	4,675.32	63.18	6	
Arispe	118	39		90			8	
Argyle	113	46	41	70	2,362.50	33.75	4	
Armstrong	357	79	76	114	8,024.60	70.39	8	
Arnold's Park	234	54	54.37	111	5,040.00	45.40	5	
Attics	126	48	79	130	6,097.00	46.90	7	
Aurelia	411	76	48	153	10,800.00	70.58	10	2
Barnes City	175	57		38	3,195.00	84.00	5	
Bartlett	179	32	100	150	6,858.00	45.72	8	
Bayard	332	84	53.83	140	6,565.50	46.89	7	3
Beaconsfield	122	27	69	55	2,836.35	51.57	5	
Beaman	143	42	51.7	120	3,047.25	25.39	5	
Beebeetown	97	26	80.8	104	4,117.50	39.59	6	
Beech	133	31	78.9	75	3,339.00	44.52	6	
Blairsburg	189	39	52.4	95	5,647.50	59.44	7	
Blencoe	202	41	39	84	7,200.00	86.90	2	4
Bondurant	245	78	72	120	7,020.00	58.50	4	3
Bradgate	139	29		100	5,377.50	53.24	8	
Brandon	186	48	65.7	75	2,970.00	39.60	4	
Brooke Twp. (Peterson)	93	10		86	5,940.00	69.06	6	
Bronson	189	31	59	83	6,669.00	80.34	8	
Buffalo Twp. (Titonka)	227	46	75.8	81	5,940.00	73.33	6	
Buffalo Center	364	108		89	6,000.00	69.68	7	
Bussey	259	91	80	125	11,250.00	90.00	12	
Calamus	294	58	59.5	160	6,000.00	37.50		7
Carpenter	144	43	45.4	112	4,050.00	36.16	6	
Carrollton	70	6		60	2,240.00	37.33	4	
Carson	308	64		131	4,500.00	34.35		4
Cedar	158	43	44.5	110	4,007.75	36.43	5	3
Chapin	111	28	40.3	69	3,401.50	49.29	4	
Clemons	115	27		47	4,214.00	89.65	4	2
Climbing Hill	157	38	57	92	4,995.00	54.29	8	
Colesburg	321	79	80	204	5,011.00	24.07	11	
College Springs	294	103	77.6		5,805.00		10	
Collins	283	61					5	5
Colo	286	73	47	140	7,605.00	54.32	9	
Colwell	154	40	60.4	125	6,805.00	47.86	7	
Conway	131	30	41	60			3	
Cornell	110	16	64	110	5,760.00	52.36	8	
Corwith	301	99		130	6,500.00	50.00	8	
Cosgrove (Oxford)	185	43	34	165			7	1
Cotter	122	9	42	90	3,870.00	43.00		6
Crawfordsville	211	55	30.8	100	6,462.42	64.62	8	
Crystal Lake	205	41		90	4,565.16	50.72	6	
Cushing	210	44		106	7,740.00	73.00	3	3
Cylinder	114	26	48.8	91	4,635.00	50.93	6	
Dallas	257	64	100	68	4,950.00	72.79	7	
Delhi	223	52	35	110	4,860.00	44.18	5	2
Delmar	145	41	42	95	5,670.00	59.78	6	
Delphos	102	36		82	3,105.00	37.86	5	
Des Moines Twp. (Rolfe)	134	23	47	160	5,000.00	31.25	7	
Dike	225	63	49.8	90	6,000.00	66.66	4	2
Dolliver	150	35	60	90	5,155.00	57.27	6	
Douds-Leando	250	87	60	140	4,500.00	32.14	8	
Dow City	332	65	56.4	200	12,000.00	60.00	9	3
Dumont	276	76	61.3	110	4,527.00	41.15	7	
Earlham	390	142		160	8,000.00	50.00		8
Earlville	291	76	53.6	130	4,374.00	33.64	7	

CONSOLIDATED SCHOOLS RECEIVING STATE AID—(Continued)

School.	Total Enrollment.	High School Enrollment.	Mills Levied	Pupils Transported.	Total Cost Transportation.	Average Cost Transportation Per Year	Number of Horse Busses.	Number of Motor Busses.
Early	260	43	57.3	129	7,807.50	60.52	10	
Elkhart	170	36	90	135	6,075.00	45.00	8	
Ellsworth	207	46		75	4,950.00	66.00	7	
Elvira	140	18	40	110	8,010.00	72.81	6	2
Elwood	155	43	30	113	3,285.00	29.07		4
Emmet Twp.	66	12	48	44	2,655.00	60.34	3	
Fairview	96	13		91	4.833.00	53.11	7	
Fayette	373	116	61.4	140	5,400.00	38.57	7	
Ferguson	188	39		105	5,310.00	50.57	7	
Fertile	185	59	58	124	4,657.50	37.57	7	
Floyd	210	52	52	130	7,000.00	53.84	10	
Franklin Twp. (Cooper)	233	53	40	165	8,599.33	52.11		7
Galva	221	60	40	74	7,020.00	94.87	7	
Gaza	110	27		100	5.850.00	58.50		6
Geneva	173	37	43.5	106	6,300.00	59.43	9	
Gibson	84	13		42	1.630.45	38.82	3	
Gilbert	198	47		142	6,565.50	46.23	9	
Gillett Grove			32.8	72	4,140.00	59.14	5	
Gilman	276	78	45	140	5,463.00	39.02	1	7
Glidden	326	98		128			5	2
Grandview	224	58		118	4,149.00	34.48	7	1
Grant Twp. (Boxholm)	280	67	57.8	180	10,800.00	60.00	11	
Grant Twp. (Ledyard)	113	14	55	122	4,972.50	40.75	6	
Gray	90	14	43.5	41	2,350.00	57.31		3
Greeley	203	58		121	5,906.00	48.80	9	
Greenville	138	34	60	82	3.825.00	46.65	6	
Guernsey	153	43	47	105	5,060.00	48.19	6	
Halfa	96	18	68	112	4,500.00	40.17	4	
Hanlontown	139	38	50.7	71	4,440.00	62.53	7	
Hansell	215	42	48.21	144	7,380.00	51.22	9	
Harcourt	139	28	40	80			5	
Harris	222	55		123	6,300.00	51.21	8	
Hartford	184	46	50.3	98	4,545.00	46.78	6	
Hartwick	107	30	38	65	2.295.00	35.30	4	3
Havelock	215	45		112	6,147.85	52.10	8	1
Hayes Twp.	91	18	24.5	83	5.130.00	61.80	6	
Hayfield	150	17		112	4,460.00	39.82	6	
Hedrick	337	113	66	101	4,385.97	43.42		4
Highview	92	11	39.2	90	5.895.00	65.50	4	5
Hilton	102	29	44.5	180	6,396.69	77.06	5	
Holly Springs	143	30		115	5,355.00	46.56	9	
Hudson	219	51	37.2	113	5,570.00	49.28	6	2
Huron	160	40	50	140	2,700.00	19.28	1	6
Huxley	307	64	90.8	153	6,965.00	45.52	6	
Irwin	181	59	84.8	98	3.880.80	39.60	4	1
Jesup	341	91	55	187	9,000.00	47.58	14	
Johnston Station (Grimes)	237	49	95	179	7,850.80	43.85	3	1
Jolley	142	28		95	4,230.00	44.52	5	
Jordan	175	45	102.4	165	7,400.00	44.84	9	1
Jubilee			38.7	58		54.48	4	
Kelley	163	42	61	103	3.160.00		6	
Kinross	133	29	37.5	90	3,967.50	44 08	6	
Kirkman	135	42	31.5	66	3.930.00	59.54	6	
Lacey	140	20	42	112	6,768.75	60.79	8	
La Moille	134	42	39.1	91	3,699.00	40.64	7	
Lanyon	145	40		110	6,439.50	58.54	7	
Laurens	355	110	62.4	132	4,860.00	36.81	9	
Lawton	230	60	57	167	4,413.60	26.42	6	1
Le Grand	210	59		83	3,281.00	39.53	4	
Letts	225	62	49	110	5,085,00	46.22	7	
Lewis	309	85	53.7	130	5,413.50	41.64	6	1
Liberty Twp. (Merrill)	94	17	25	62			4	
Liberty Twp. (Clemmons)	88	12	40.7	87	2.840.00	32.64	5	
Lincoln-Lee	79	11	32.2	81	4,230.00	52.22	5	

CONSOLIDATED SCHOOLS RECEIVING STATE AID—(Continued)

School.	Total Enrollment.	High School Enrollment.	Mills Levied	Pupils Transported.	Total Cost Transportation.	Average Cost Transportation Per Year	Number of Horse Busses.	Number of Motor Busses.
Lincoln Twp. (Zearing)	244	55	38				6	
Linn Grove	247	66	48	136	8,000.00	58.82	9	1
Little Cedar	115	22	37.1	73	5,085.00	83.35	6	
Lloyd Twp.	265	48	43.2	135	7,000.00	51.85	9	
Luana	130	31	50	81	4,366.76	53.91	6	
Luther	199	46	41.4	169	7,515.00	44.46	9	
Macedonia	215	62	45.4	90				3
Macksburg	232	72	82	144	8,460.00	58.75	8	
Magnolia	258	67		163	5,940.00	36.44	5	5
Mallard	167	61	55	30	1.560.00	52.00	3	
Maloy	100	22	37	44	1,962.00	44.59	3	
Mapleton	420	107	80.6	112			6	2
Marathon	313	69		131	7,295.30	55.68	9	
Marble Rock	188	64	48.9	80	5,940.00	32.05	5	2
Martensdale	110	37	32.3	73	2,340.00	32.05	2	2
Miles	169	51	36	80			8	
Milford	331	92	41.1	126	5,733.00	45.50	8	
Millersburg	200	51	54	48	2,700.00	56.25	3	
Mingo	239	72		153	5,814.00	38.00	6	1
Mitchell	136	14		60	2,790.00	46.50	5	
Modale	256	61	50.8	105	4,420.00	42.09	1	5
Mondamin	243	61	64.3	131	5,580.00	42.59	8	
Monmouth	116	30	42	36	2,700.00	75.00	3	
Morning Sun	411	110	62.4	152	5,563.20	36.60		9
Mt. Union	174	69	50	110	6,300.00	57.27	6	1
Napier	192	48	46	184	7,352.00	39.95	7	1
Nemaha	161	34		96	6,000.00	62.50	7	
New Albin	219	58	69.5	25	450.00	18.00	1	
Newburg	154	30	55	122	7,119.00	58.35	6	
Newell	309	96		120	5,064.00	42.20	6	
Newhall	193	47	43.8	123	12,150.00	98.76	3	6
New Hartford	307	57	43.9	148	13,860.00	93.64	10	1
New Providence	200	18	48	141	5,907.45	41.89	8	1
North Grant	91	11	37.4	86	3,825.00	44.47	5	
Norwalk	241	73		153	6,617.50	43.25	8	
Oakville	299	54	62	151	4,050.00	26.82	1	7
Okoboji Twp. (Milford)	136	46	75.8	135	3,015.00	22.33	8	
Olds	203	73	43.5	156	6,300.00	40.38	8	
Ollie	211	60		130	5,400.00	41.53	6	
Oneida	125	36	49	85	3,962.50	46.70	6	
Oran	86	10	34.1	48	2,880.00	60.00	3	1
Orange Twp. (Waterloo)	230	56	39	230	7,980.00	34.69	12	
Orchard	119	14	47.7	75	2,250.00	30.00	4	
Orient	331	83	57.7	160	3,600.00	22.50		9
Otranto	146	48	36	83	3,075.00	37.04	4	1
Ottosen	162	25	64	93	5,400.00	58.06	7	
Owasa	153	35	51	144	5,600.00	38.88	8	
Packwood	217	53	37.4	60	3,400.00	57.00	6	
Parnell	186	47	65	95	6,300.00	66.31	7	
Patterson	163	41	44.5	90	4,050.00	45.00	7	
Peterson	219	76	53.4	72	4,200.00	58.33	4	
Pierson	205	51	45	23	1,050.00	45.69		
Pilot Mound	193	33	54	100	2,304.00	23.04	1	4
Pisgah	324	68	60	200	9,250.00	46.25	4	6
Pleasant Lawn	103	28	46	89	3,330.00	37.41	5	
Pleasant Plain	140	50	65	100	4,500.00	45.00	5	
Pleasantville	360	114	39	166	6,975.00	42.00	12	
Plover	204	51	53.5	138	5,261.49	38.12	6	
Plymouth	190	55	50	84	4,050.00	48.21	7	
Prescott	174	46	49.8	72	2,692.36	37.39	1	4
Providence Twp. (Sulphur Spr'gs)	122	26	33.4	100	6,000.00	60.00	6	
Quasqueton	195	52	97.6	75	3,375 00	45.00	4	
Randalia	160	48	55.3	129	4,950.00	38.30	7	
Randall	205	34	82	127	6,858.00	54.00		6
Randolph	275	50	64	222	6,500.00	29.47	9	
Redding	217	68	63	114	3,709.80	32.54	5	1

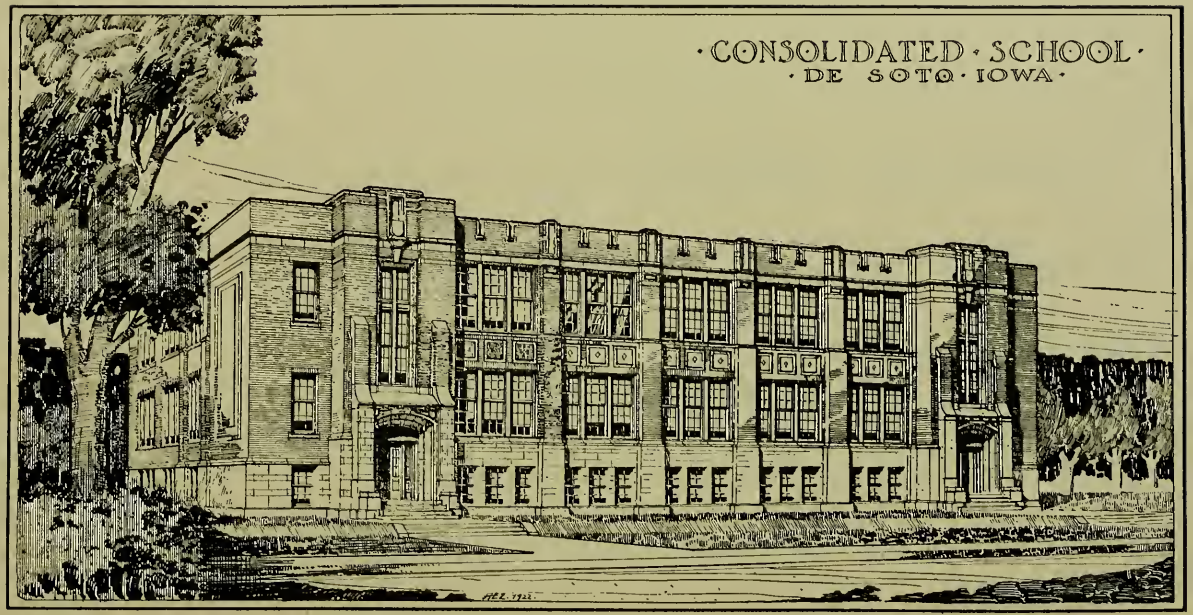
CONSOLIDATED SCHOOLS RECEIVING STATE AID—(Continued)

School.	Total Enrollment.	High School Enrollment.	Mills Levied	Pupils Transported.	Total Cost Transportation.	Average Cost Per Year Transportation	Number of Horse Busses.	Number of Motor Busses.
Redfield	357	109	70	164	10,110.60	61.65		7
Rembrandt	189	34	65.6	128	6,210.00	48.51	8	
Richland Twp.	184	52	57	100	5,000.00	50.00		7
Rinard	128	31	39.45	80	2,460.00	30.75	6	
Rodmen	131	31	42.2	94	5,490.00	58.40	7	
Roland	350	95	58	153	8,055.45	52.65	7	1
Rossie	109	16	29.2	73	4,320.00	59.17	5	2
Rowan	205	45	44.2	105	5,500.00	52.38	7	
Rowley	197	60	71.6	102	4,072.50	39.92	6	
Rudd	209	62	48.8	120	6,210.00	51.75	7	
Runnells	210	68		110	5,346.00	48.60	9	
Salix	142	32		112	4,989.60	44.55	6	
Seersboro	192	39	53	131			1	5
Selma	172	43	64.7	101	5,152.50	51.00	8	
Seneca Twp.	145	32	53.3	137	4,000.00	29.19	7	3
Sergeant Bluffs	348	53	60	150	7,155.00	47.70	8	1
Sewal	117	40	51.2	100	4,320.00	43.20	7	
Shannon City	207	46	73.4	125	4,452.57	35.61	7	
Shelby	345	91	48.1	190	12,000.00	63.15		8
Sheldahl	150	32	60	104	5,069.00	48.74	5	
Shell Rock	255	103	72.4	59	3,330.00	56.44	5	
Shipley	125	19	42.6	136	4,680.00	34.41	6	
Sioux Rapids	346	108	64	94	9,000.00	95.74	8	2
Sloan	309	83	50	175	7,300.00	41.72	7	1
Smithland	205	46	75	104	4,000.00	38.46	5	3
Somers	176			117			3	4
Sperry	121	35	50	102	2,553.00	25.02		7
Spirit Lake	559	164	68.32	114	4,022.50	35.28	3	3
Springdale	129	30	30.5	106	4,905.00	46.27	5	1
Spring Hill	206	35	65.9	100	4,442.25	44.42	7	
Stanhope	229	46		122	4,950.00	40.57	3	5
Stanwood	328	70	42.5	145	9.675.00	66.72	12	
Stennett	100	18	33	89	2,666.00	28.82	2	3
Strahan	156	40	50.4	170				5
Superior	142	32		115	4,545.00	41.31	6	
Superior Twp. (Spirit Lake)	75	8	29.13		3,285.00		5	
Swaledale	156	33	47.4	92	3,910.50	42.50	5	
Swan Lake	75	23	54	37	3,501.00	94.62	5	
Swea City	309	76	64	142	9,358.00	65.90	10	
Tennant	143	42		110	4,257.00	38.70		6
Thayer	167	39	90.3	90	4,770.00	63.00	8	
Thornburg	183	42	46.8				3	1
Thornton	158	47					4	1
Thurman	195	60		80	3.915.00	48.93	4	
Troy	197	54	56	190	3,600.00	18.94	9	
Tracy	205	43	49	106	4,579.48	43.20	7	
Truesdale	141	26	41.6	108	6,600.00	61.11	8	
Udell	176	44	42.7	110	5,584.60	50.76	9	
Union Twp. (Le Mars)	138	16	31.6	154	6.615.00	42.95	4	5
Van Cleve	122	32		97				
Venture	183	47	50	121	8,847.00	73.11	6	
Vernon Twp. (Renwick)	115	32	31.8	106	5,085.00	47.97	11	
Wales-Lincoln	134	30	35.8	125	4,500.00	36.00	6	4
Wapello	690	170	45.3	240	10,800.00	45.00		13
Ware	148	28	36.8	135	5,285.25	39.15	9	
Waukee	250	64	50	112	7,911.88	70.64	10	
Webb				105	4,995.00	47.47	7	
Webster	126	21	38	70	3,375.00	48.21	5	
West Branch	343	114	67.5	120	7,975.00	66.45	5	3
West Chester	180	50	36					3
West Side	168	52		47	4,295.00	91.36	1	4
White Oak Twp. (Cambridge)	70	26		75	3,375.00	45.00	6	
Whiting	326	76	70.2	171	13,590.00	79.47		8
Wyman	116	28	26	90	5,175.00	57.50	6	
Wiota	148	30	45	82	2,880.00	35.12		5
Zion	161	28	33	134	1,789.22	13.35		8

School.	Total Enrollment.	High School Enrollment.	Mills Levied.	Pupils Transported.	Total Cost Transportation.	Average Cost Transportation A Pupil Per Year.	Number of Horse Busses.	Number of Motor Busses.
Albion	277	72	35				8	2
Albert City	266	59	64.2					
Anderson	98	18	43	54	$ 2,700.00	$ 50.00	4	
Beaver	115	26						3
Burnside	150	18	39.8	104	7,587.00	72.86	7	
Castana	256	61	75.2	155	10,471.50	67.30	8	2
Center								
Clarence	250	51	39.8	86	5,300.00	61.62	3	3
Cloverdale								
Coin	227	77						1
Conrad	286	72	42	160	10,080.00	63.00	11	
Dana	153	35		105	3,375.00	32.14		4
Dawson	145	27	45	66	2,325.00	35.22		3
Dayton	332	90	46	140	7,920.00	56.57	6	2
Dinsdale	141	25					·7	
Douglas Twp.								
Dundee	153	25		93	5,022.00	54.00	7	
Dysart	426	92	40	160	12,000.00	75.00	10	1
Eldora	715	201	79.2					4
Elliott	305	92	38.9	85				
Farragut	184	38	44	70	5,735.00	81.92		3
Farrar	137	24	40	90	6,750.00	75.00	3	3
Garden Grove	298	101	45	120	6,480.00	54.00		5
Gardiner	67	11	32	40	1,008.00	25.20		2
Garfield (Webb)			29	95	4,581.00	48.22	6	
Geneseo Twp.	147	32						8
Goose Lake	96	10						6
Gowrie	305	70	46.2	130	9.450.00	72.69		8
Grand Junction	373	82	52.9	150	5,670.00	37.80		6
Grand Meadow (Washta)	150	29	27				8	
Hayesville			48.5	21	900.00	42.85	1	
Hornick	165	33	36				6	
Horton Twp.								
Irving								
Jamaica	166	39		90	5,670.00	63.00	5	1
Janesville	199	39	75	100	3,150.00	31.50	1	5
Jefferson Twp.				90	3,510.00	39.00	2	1
Lake Center (Dickens)	112	18	21	95	6,876.00	72.38	9	
Lamont	233	95	69.1	200	12,510.00	62.55	12	
Laurel	171	40					8	
Ledyard	209	29	64	130	4,950.00	38.07	7	
Le Roy	150	24	40.5	91	4,859.98	53.40	5	
Linden	188	44	37	110	5,770.00	52.45	4	2
Liscomb	201	50	52.6	90	5,590.00	62.11	7	2
Lohrville	290	46	60	130	7,500.00	57.69	1	7
Lytton	235	45	27.5					
McCallsburg	231	40	50.8	170	7,861.16	46.24		7
Martelle	142	39	55	86	3,915.75	45.53	7	
Maxwell	365	77	56	180	12,735.00	70.75	4	6
Maynard	334	90	57.6		8,251.63		11	
Mechanicsville	250	60	38	94	5,940.00	63.19	7	
Mediapolis	390	116	32	185				13
Cambria	146	25					9	2
Melbourne	219	44	35	108	6,255.00	57.91	8	
Melvin	252	51		105	5,400.00	51.42	4	
Menlo	260	71	55.4	108	3,150.00	28.24		6
Meriden	145	31	41	78	5,000.00	64.10		5
Meservey	152	36		73	5,481.00	75.08	7	
Milford Twp. (Nevada)	142	16	22.9	130	8,096.40	62.28	6	2
Moneta	134	25					5	
Montezuma	351	100	50	30	3,000.00	100.00		2
Moorland	125	15						
Morley	102	16	41.92	76	5,160.00	67.89	5	
New London	401	129	75	44	6,250.00	142.00		4
Noble								
Nodaway	207	57	57	108	4,374.00	40.50		4

CONSOLIDATED SCHOOLS WITHOUT STATE AID—(Continued)

School.	Total Enrollment.	High School Enrollment.	Mills Levied	Pupils Transported.	Total Cost Transportation.	Average Cost Transportation A Pupil Per Year.	Number of Horse Busses.	Number of Motor Busses.
Nodaway Twp. ..				11			1	
Norway	180	44	36	77	900.00	11.68		
Olin	320	78	37	125	8,820.00	70.56	8	1
Paton	256	73	46.3	135				5
Quimby	185	43	46.3	85	8,280.00	97.41	2	3
Reinbeck	644	142	48					
Rhodes	220	49	43	100	5,609.70	56.09	6	
Rippey	292	65	53.9					7
Riverton	244	57	60	118	8,400.00	71.18		6
St. Charles	267	65	48	121	5,525.00	45.57	6	2
St. Mary's	167	40	34	100			8	
Scranton	410	105	84.8	154	7,300.00	47.14	4	4
Shellsburg	272	81	49.5	116	8,010.00	69.05	6	2
Sidney	413	123	80	131	7,590.00	57.94	5	4
Silver Lake (Ayrshire)								
Stanley	207	57	35.7					8
State Center.....	369	84	45	137	7,740.00	56.49	9	
Steamboat Rock..	185	36	42.6		2,205.00		4	
Sutherland	262	87	41	78	7,020.00	90.00		5
Tabor	397	132	91	147	4,680.00	31.90		7
Ticonic				12	810.00	67.50	1	
Tipton	683	144	38.1	290	17,000.00	58.62	12	4
Treynor	121	17	33	98	4,762.62	48.59		4
Troy Mills				85	3,600.00	42.35	4	
Truro	190	47	50.8		4,185.00		5	
Underwood	172	54	56.7	30	3,105.00	103.50	2	
Union	269	66	63	125	8,120.00	64.96	7	
Van Meter	201	47	48					
Varina	100	25					5	
Viola (ROSS)	88	12		92				4
Viola	115		35	54	3,289.56	60.91	4	1
Walcott	97	19	21.7					
Walford	101	15	36	82	3,375.00	41.15	3	1
Washington Twp. (Minburn)	149	22						6
Wayland	260	86						3
Westfield	146	25	54	50	2,700.00	54.00	3	
Whitten	152	29		56	3,654.00	65.25	5	1
Winfield	372	111	43.5	142				7
Yetter	57	17						



This splendid new building will be finished about January 1, 1923.

COST OF CONSOLIDATED SCHOOLS

So much has been said in recent months about the cost of consolidated schools that a presentation of actual facts seem to be very much needed. Comparison of the cost of schools in first-class cities doing the same type of work and the same amount of work shows conclusively that the consolidated school is the cheapest school in the state of Iowa giving twelve years of education to the girls and boys in the community.

Buena Vista county, with fourteen consolidated schools, commenced the work of consolidation early. For this reason there is prepared a comparison of these fourteen consolidated schools with the fourteen large first-class cities in the state of Iowa. This comparison could be made with any of the larger towns and cities in the state showing that the consolidated schools have been maintained at a much less tax levy than is true in the towns and cities.

The cost of all schools is a matter of public record and the cost of the schools can be found on record in the office of the county superintendent. The figures given show the tax for August, 1921.

TAX LEVY IN MILLS FOR SCHOOL PURPOSES

School year 1921-1922

City Schools	Mills	Consolidated Schools	Mills
Clinton	124.4	Alta	58.0
Waterloo (West)	117.0	Brooke Township	56.0
Fort Dodge	100.0	Fairview	43.6
Council Bluffs	102.0	Hayes Township	24 5
Boone	97.3	Highview	39.2
Mason City	93.0	Lincoln-Lee	32.2
Marshalltown	91.0	Linn Grove	48.0
Iowa City	88.2	Marathon	53.3
Waterloo (East)	85.2	Newell	57.0
Ottumwa	78.8	Providence Township	33.4
Cedar Rapids	78.0	Rembrandt	65.6
Muscatine	76.0	Sioux Rapids	64.0
Burlington	70.0	Truesdale	41.6
Des Moines	67.0	Albert City	64.2

COST OF RECENT NEW BUILDINGS

The following districts have built new buildings since January, 1920, each at the outlay indicated.

Ainsworth	$100,000	Calamus	$ 91,000
Ankeny	155,881	Coburg	100,000
Arispe	67,500	Crystal Lake	88,500
Aurelia	200,000	Dayton	120,000
Barnes City	76,000	Dinsdale	104,900
Bayard	225,000	Dana	80,000
Bondurant	125,000	Dunkerton	135,000
Bartlett	50,000	Earlham	160,000
Beaver	45,000	Elkhart	65,000
Blencoe	90,722	Elvira	70,000
Cotter	72,000	Elwood	70,500
Chapin	65,000	Emmett Twp. (Estherville)	35,000
Cushing	150,000	Excelsior Twp. (Lake Park)	90,000
Cleghorn	90,000	Farrar	50,000
Collins	125,000	Franklin Twp. (Cooper)	75,000

The "Has Beens" of Tipton Consolidated, Embracing Seventy-two Sections.